

Australian Model Railway Association

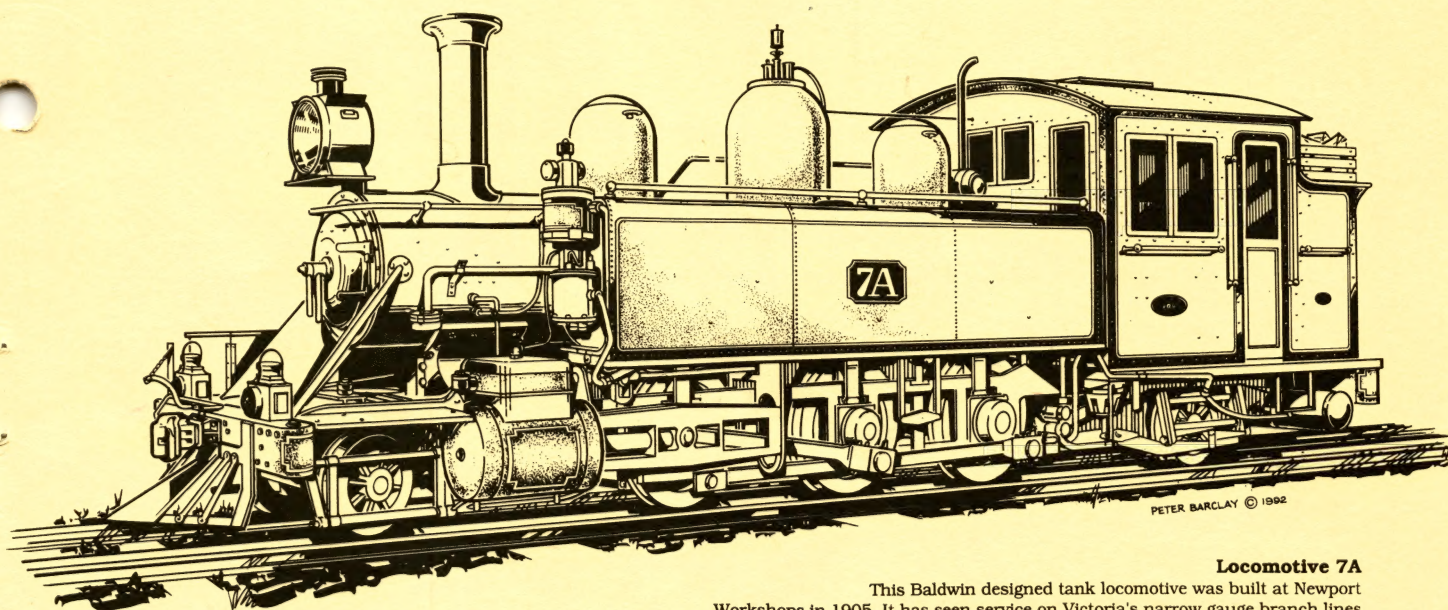
JOURNAL

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Number 2 of a series

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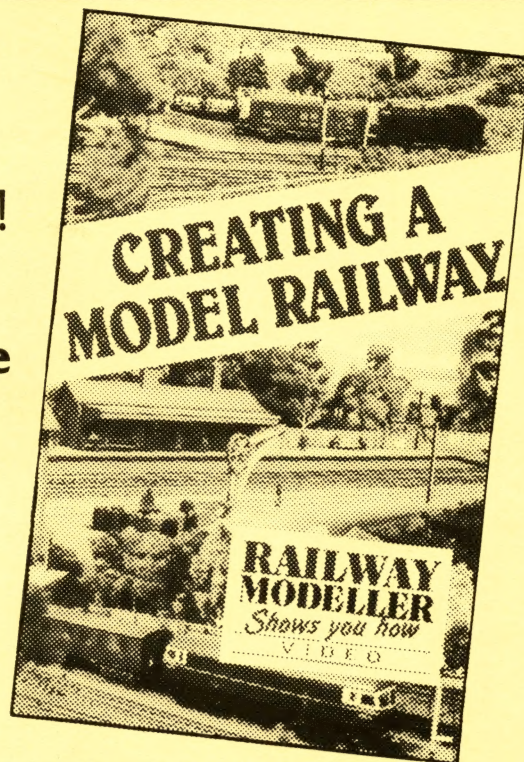
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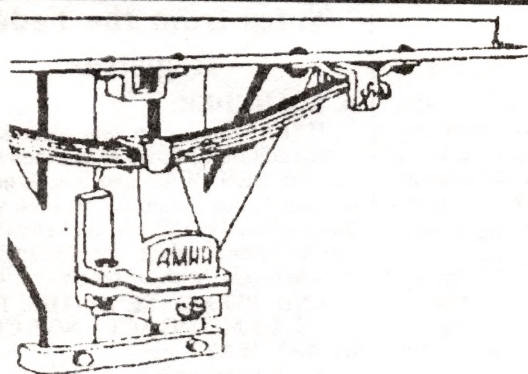


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Editorial

JOURNAL BOX

On reading some of the magazines that I receive, I notice that the age-old scale/gauge argument is now rearing its head in the Garden Railways scene. Garden, or 'G' scale, first become popular with LGBs trains. Scaled at 1:22.5 running on gauge 1 (45 mm) track, they represented the metre gauge small railways to be found in Europe. With some pressure from the American market, LGB started to make American outline or American Narrow Gauge (3'0) Railways. However, 45 mm equates to 3'6". Now LGB has produced two models in 15 mm scale (20.3:1) which is much closer to the American 3'0" (914.4 mm) narrow gauge. The Americans meanwhile have produced many models in 1:24 scale running on 45 mm track, again near 3'6" (1061 mm) than 3'0" (914 mm).

Now some American manufacturers are producing replacement gauge 3 trucks (bogies) to fit under 1:24 scale or 1:32 rolling stock.

And so the scale/gauge argument starts again.

A very interesting article on the Queensland Exhibition appears in this edition of Journal. It reinforces another report I had that this year's exhibition in Brisbane is possibly the best one yet! Congratulations to the Queensland Branch and its hard working Exhibition Committee.

In my inbetween travelling round the countryside, I hope to get some time to ride on Brisbane's newer suburban trains this month. Unfortunately my trip did not coincide with the Brisbane Exhibition, but that is the luck of the game. I might even get to New Zealand early in June, but again will only be there for a few days and the Convention was last month!! Talk about being disorganised. But I still enjoy it, even if I cannot always make two or three reasons for being at a particular location coincide.

**Rex Little
Editor**

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Editorial Deadlines

The deadlines for the next issue will be 25th August for hand written articles, 31st August for neatly typed items, 7th September for items supplied on disk (IBM format) and 15th September for addresses and envelopes. Collating and posting is planned for 5th October.

On the Cover

This drawing by Peter Barclay of "Puffing Billy" Baldwin 7A was one of several drawings exhibited by Peter at the June meeting of the Victorian Branch. These drawings are for sale and are available through the Branch's Willsland. Peter has given special permission for this drawing to be reproduced.

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From the Managing Editor

This issue completes ten years of printing in-house by the Victorian Branch.

While some of the early issues were of poor quality, there certainly have been some achievements:

1. Journal has been produced at 6 issues per year consistently on or close to schedule. Certainly each issue has appeared before the editorial cut-off for the next issue.

2. It has kept the cost of subscriptions to A.M.R.A. down. The increase in subscriptions announced in this issue is the first in that 10 years and is mainly due to increases in postage rates.

In fact, it has been my opinion that the subscriptions were kept too low and we should have taken the opportunity to increase our financial reserves.

3. We have progressed to the use of computers in layout etc. There is still more that could be achieved. Certainly, the cost of computers is coming down and we may even one day be able to persuade the Branches into buying one themselves!

Roger Lloyd

Secretary's Desk

Finally, for the first time ever, membership figures have passed 1000. To celebrate that our current number of members has exceeded 1000, the Federal COM has decided to give one year's free membership to the member whose renewing or new membership fills 1000 on the current membership list. Congratulations to R Schonelder of Donvale, Victoria for becoming member number 1000 for 1992. Now, if we can only retain enough of our members to continue to achieve this level of membership in future years.

At the time of writing (early June) we already have two states which have achieved the number of new members specified in our latest membership drive. Congratulations to RA Riddoch of Footscray West, who is the 50th new member this year in Victoria and also to DW Scott of Lanford, who is the 40th new member this year in WA. Both receive two years free membership. Unfortunately, at this stage, only one state looks like achieving the 10 percent growth required to receive their \$100. Of course, other states may also have achieved this growth by the time you read this edition of Journal.

The Federal COM is looking for ideas or ways in which to encourage members to renew their membership. Perhaps you have some ideas of how members can be encouraged to renew, or have some additional benefits that you think that the Association should be providing to its members? This is your Association and

your ideas of what you want the Association to be, do count. So, if you have any ideas, please write to me and let me know in order that I may pass these along to the Federal COM so something can be done.

We live in a world of rising prices. Postal charges have already gone up this year and with the elimination of registered publications, together with the introduction of printpost, look set to increase again, quite dramatically, to almost three times the current cost.

Unfortunately, the increases that we have already seen mean that we are not collecting enough in membership fees to cover the cost of running the Association and producing and distributing Journal. With further increases, just on the horizon, it seems that we have no choice but to increase our membership fees. Effective from 1 September 1992, membership charges will be:

Senior	\$15	(\$9 for members joining in the second half of the year)
Student	\$10	(\$7 / half year)
Family	\$2	
Joining Fee	\$8	
Late Fee	\$4	

The Federal COM regret these increases, but this is the first increase in fees since 1989 and we are still one of the cheapest clubs around (another well known railway club charges \$18 to join and \$29 per year).

Steve J Chapman
Federal Secretary

Notes from the Federal Registrar

A REMINDER!

If SEP1 appears on your Address Label of this edition of JOURNAL, then you are due for RENEWAL and please note the increased subs. If no SEP1, then you are financial for 1992/93 and the renewal form can be ignored, unless there are any Family Members who wish to renew.

AND PLEASE SEND THE FORMS BACK TO ME INTACT - NOT CUT UP IN ANY WAY.

Apart from the jump in posting JOURNAL via Print Post, other costs have also risen since our last increase, eg normal mail Jan 90 was 41 cents. In Jan 92 it was 45 cents. Journal posting 33/37 cents - at present 45/52 cents, depending upon weight.

I was reading an article recently on the inflation rate and how it was determined - apparently by excluding many items normally included in establishing the CPI increases for the period. All of you are aware that few things we purchase these days have not increased in price, excepting for 'specials' and sometimes these could be suspect!

But the thing to remember is we are involved in a great hobby and the majority of us do derive large amounts of pleasure in our modelling and associating with others of a similar interest. Who know, increasing costs may induce some to try their hand at more kit bashing or scratchbuilding?

Norm Read

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(Corrections, additions to the directory would be most welcome. Please send them to the Managing Editor)

Queensland AMRA Exhibition May

Another twelve months along the track since I last made some comment on the 1991 show. Seems like only yesterday, but here I am again, one year older. Time is flying by with increasing speed.

This year's exhibition was held in the usual Brisbane venue, that of the Horticultural Pavilion RNA grounds. The annex on the western end was used as an extra this time, in lieu of that on the eastern end. More room and more suitable space-wise. With slightly more than the usual space, a total of 60 stands were accommodated.

The usual well known traders were present, all with good presentation and good displays of the large variety of goodies offering, more so this year as far as Aussie models and manufacturers were concerned. If you are a fan of the local prototype, be it VICRAIL or QR, if you can't find what you want under present conditions, you just aren't trying. If you are waiting for a general fall in prices, don't hold your breath! But for the weekend, some good specials were on offer and on a couple of occasions, short promo deals were offered and proved very popular.

Layouts still appeared generally to be getting bigger, better and brighter. This time around being no exception. The style or pattern trend continues to be evident, continuous run, fiddle yard in back and centrally operated Keith Trueman's 'BROADFORD' is a well known example of this pattern; this layout having been exhibited as far away as Melbourne on two occasions. It has recently been extended by adding a small section towards the right hand end, but as the photographs of Broadford scale 1 to 1 show, Keith's efforts still show his 'Broadford' is accurate. This exhibit was judged to be the best Australian type shown. The competition provided by other modellers was fierce, so the judges must have had a difficult job on their hands.

John Lees has shown his layout at three shows now. Again assisted by the Drewer family, with the addition of some Queensland buildings scratched by Noel Drewer, items which drew quite a lot of comment, particularly from fellow modellers, the models having been so well done. QR rolling stock featured from the pre-1900 Baldwins and Tin Hare days through to today's power, with a big variety of rolling stock. At times an electric EMU was to be seen and caused some laughter. A flat wagon, towards the front, a model of an emu, behind which was a small pantograph and about four inches of electric cable and a three pin plug.

Interspersed among the layouts were several static displays. One by the ARHS. Live steam represented by Brisbane Live Steamers, Queensland Pioneer Steam Society, the Queensland Society of Model Engineers, each of which group had beautiful units on show. Other static displays were by Brisbane and Ipswich Rail Film Society, Southern Cross Model Rail Association and our own Club display and information booth.

The All Gauge Club of Carina were present again. This time with a trio of layouts of different gauge and scale through the range as far as LGB. There's a comedian somewhere in their club. He no doubt built the brightly coloured layout

by AW MacDonald

about 1200 mm square, featuring Fred Flintstone and Barney Rubble and got it spot on.

Another return from last year was shown, that by young modeller, Jamie Carlson. Things grow year by year - this exhibit being no exception. About a 30% increase in size and still a very professional looking unit. Two other displays of a similar size and nature were close by. Bill Byers and Ed Stewlan together had an N scale railway, quite evident that they knew what they were doing when it was built and operating perfectly.

Another 'return' was nearby. Last time KJ Walker's display was about three metres long with the left hand half obviously under construction. About five metres long now, again with last year's section finished and the new addition part finished - it featured Indian typical narrow gauge common to a particular part of South India.

The two extra large layouts, regulars for many years, again present. The Southside N Scale Club and the Brisbane N Scale Group are the fellows who love the big trains and big power. Despite being on show regularly, the public don't seem to tire of watching. So many big trains, so much going on and all so well constructed and presented.

Ralph Mears had a different layout. Previously an 'N' follower, he has switched to H0. Like a lot of we older fellows, he finds it harder to cope with the small tolerances which are part of the N scene.

Ron Fox's display was of the current trend in size and shape. It was based on Woombye Station and yard; an area in pineapple country about 90k north of Brisbane; naturally, QR prototype but unique in that it was on 12 mm track with rolling stock scale at 1 to 87. Overall, this combination causes a correct relationship between real life 1067 mm and 1435 mm, the only difference in the finished model size applied to rolling stock as against H0 is that brought about by clearance limits and load gauge. A 318-1/4 under construction for several months by Tony Weber was finished a couple of days prior to the weekend and was part of the exhibit. Tony, for his effort with this locomotive, won the Suggit Trophy for the best handbuilt entry. The other award, the Best Non-Australian Layout was won by the Brisbane N Scale, whilst the most popular by viewers choice was won by Vince and Gladys Ford, for the second year running.

The fellows from the Union Pacific Model Rail Club have not shown a layout for a couple of years now, but were not absent. Their stand had some of their members busily engaged demonstrating the art of 'scratch building' and assembling.

Exhibitors from far afield included Wal Corben and his wife, Else, back after a two year absence, with a display mostly operated on 'automatic'. With Wal now retired, they will be breaking the return trip to Sydney; first stop, I believe, at Lismore. Other exhibitors came from northern NSW.

Darcy Brittain is another regular exhibitor; this time with a model of NSW prototype on the section of State Rail from the Border Loop to Acacia Ridge, the large

rail complex on the southwest outskirts of Brisbane. The site allocated to Darcy, I felt, could have been improved upon as the interesting section of the rail complex at the rear of the layout was a bit hard to see. Possibly the fellows who organised the sites were unaware of just what Darcy's layout entailed, otherwise another site may have been allocated. I don't think it mattered a great deal to viewers, as word got around as to what people should look for and the front right hand section had curious people gathering to see the sunbathers (or were they nudists?) amongst the trees, and to have a look inside the small tent nearby.

Another display was by Rod James, also from northern NSW. His NSW based 'Wingham' must have been 12 or so metres long. This bit of the NSW north coast model was popular with viewers, on account of the realistic appearance of his handiwork and the super artwork, particularly on the backdrop.

Many years ago in England, a cartoonist was a regular contributor to a magazine called 'Punch'. The man's name was Emmett. In later years a cartoon of similar style became common in Australia, now well known with 'Ettamoggah' Pubs in place in a few localities on Australia. They are out of shape, have a tin lizzie on the roof, and all that jazz. Strange, but true. The small display labelled 'Far Twittering and Oyster Creek' was a modeller's efforts at capturing Emmett's thoughts which he put on paper and made them a live situation. All automatic in operation, but needed time spent viewing to really appreciate the wealth of detail in the display of one man's interpretation of what went on in Emmett's mind and came out via his pen.

The group of mates of long standing, from the Sandgate-Brighton area, come along every year, usually with something completely different to the last time. They are all now retired. Cal having just joined, so now all will have time on their hands to devote more of their time to their chosen pastime. Each year, when I again come in contact with these fellows, it bring to mind an old friend who was a long time regular in the group and no doubt still in the minds of his mates from time to time - Big Bob Gees.

Not only as far as the Model Rail Group in concerned, do these thoughts surface. Almost alongside the fellows from Southgate was Ralph Simpson. He displayed a layout built by himself and his wife, Nan, for last year's show, a jovial lady who has also gone the way of all mortals, between shows. No doubt missed by the ladies who ran the canteen as she was a willing worker and a fun lady. Each May Day weekend show reveals familiar faces no longer with us.

Tom Carter is a regular once again on the job. The point to point with those big shiny brass American locos is a sight for sore eyes.

As time goes by, layouts are taking on a more realistic appearance, along with 'Wingham' and some of the others already mentioned, comes Vince and Gladys Ford. Their model, apart from Skyway, the Monorail, Fair Ground and other attractions on last year's layout, now comes with a skating arena, complete with moving skaters, a 'Dodge 'em Car' floor, Thomas

the Tank Engine, amongst the main line traffic - in fact, 5 m x 1.5 m of everything happening. No wonder the Fords were the recipients of the public's choice of the vote for the most popular layout for the second year running. The two balloons about to become airborne near the right rear corner I fear, is about as far as the Fords can go without a base extension.

The wealth of realism on the Fords stand continued almost alongside, where the Darling Downs Model Rail Club were in attendance. With such a title, naturally they were visitors. Their extra effort at added realism amount to a bungee jumper half way between the bridge deck and the water, with a looped up bungee; one end to the bridge rail, to feet on the other end. A well-presented display on behalf of the members of that club.

Stand 20 by Peter Kelly was specifically to show what could be done with all sorts of odds and ends on a tight budget to begin with the idea of going on to greater things. The Railway Modellers Club of Queensland nearby was a modular construction type. Over the three days a variety of prototypes were run.

Another typical style of H0 layout belonged to Ken Leitch and Jeff Sorenson. Large, well constructed, based on American Southern Pacific where that road interchanges with traffic from other railroads.

The Southside Group turned out in full force. Mainly a group of fans dedicated to the English rail scene. Each day featured different type; green today - mostly GWR. Next day red, all LMS and so forth. Some long term enthusiasts in this group. Dave Jenkins, probably the oldest. Close by was his son, Paul. His display, though not 'trains' was closely related. I think Paul may be a tram buff and there is becoming a stronger group of followers of this type of rail transport.

Big trains and big power 'lash-ups' serving various industries was the idea behind the

large display of American style railroading put together by the Moreton N Scale Group. Plenty of lookers here, due to the large amount of activity on the layout.

The 'old faithful' were on show again. Yes, the Hornby of days long gone all still bright and shiny and going as well as ever. The main fellows behind this group which give our boyhood memories a good stir each year are Dave Harrison, Merv Hansen and Richie Higgs, to name but a few. More or less part of the overall Hornby show must have been that presented by John Bateman and Col Bartlett and a layout based on LMS practise at Copley Hill by Greg Langridge.

Models based on narrow gauge are becoming more popular. Greg Stephenson at Stand 59 had a unit, I guess about 1.5 m by 1 m, to suit a beginner or a real whizz. As an addict of many years of N scale, I feel anyone who fancies this small demanding style should look well ahead. While you have youth on your side, you will cope, but you may find it harder to handle as eyesight starts to fail and various body joints start to seize up with rust. One thing in favour of 009, as was Greg's unit, it does not require a lot of space and due to the fact that there is not a large range readily available, expenditure of dollars will be limited.

The Beenleigh District Club had an H0 scale back-to-back with another of similar size and style, but in N scale. American on the H0 while the N ran all sorts of European, American, Japanese - you name it. The N followers in that club have some beaut rolling stock, if nothing else.

As mentioned before, there were signs everywhere of improvements to displays and whatever. No exception when it comes to comments about the canteen. The fellows who manned the work parties which get the gear into the hall and installed deserve special mention and thanks for a job well done and, of course, similarly in

reverse at the end of the show. After closing on Monday, things went like clockwork as far as exhibitors were concerned when getting packed and headed for home and also for the AMRA fellows. The ladies who staffed the kitchen and counters did a great job coping with the lunch for the exhibitors after closing on Saturday evening and keeping a hungry public supplied with cakes, hot dogs, pies etc and drinks, apart from the large numbers of lunches prepared over the three days for exhibitors. Not only did they do a great job, but quite a bit of fun and enjoyment was had from time to time. All members under the control of a great little lady, one Kerry Hayes. Well done, all of you without mentioning names.

A first time go at being President of the Club for James Yuille with the help of Show Secretary, Jim Christie, and other committee members, all deserve thanks for their efforts, along with others too numerous to name; the one exception being, Bob Mawson. He relinquished the President's position this year, feeling the need for a break and a rest. His shoes are suitably filled by a new President, but I fear we may have to tie him down before he gets that rest.

Overall good weather for the crowds around the shows on at the RNA grounds, a bit cloudy a times, however. Norm Read was in town for a few days and a few Queensland country members also in for the show, one in particular from Miles, looking for Norm to renew old acquaintances. And, don't anyone try to tell me Norm didn't enjoy himself. Let's have a repeat in 1993. Norm.

Hopefully, at this period twelve months hence, I will put pen to paper again in an effort to, via the Journal, let AMRA members Australia-wide know, to some extent, just how our annual exhibition has been conducted.

Happy railway modelling.



R.T.B.

"HAS ANYONE SEEN
MR BRUNEL TODAY?"

Layout Design

by Steve J Chapman

What shape should your model railway be? How wide should the boards be? How high should it be? How can you store it when it's not in use? These are important questions that need to be answered before you can get very far with planning a model railway.

These aspects of the physical design of your layout need to be carefully thought out before putting pencil to paper and sketching out possible track plans. If you don't do this, you will still be able to build your model railway, but you may not have achieved as much as you might have, had you given these aspects a little more thought.

Let's begin by considering the shape of the layout. This aspect of layout design depends on the space available for the layout. If you have a large space available for your model railway, then you will have a large choice of possible shapes. A smaller space may rule out some shapes, but a proper consideration may find a shape more suitable than first thought.

Two styles of layout shapes are possible. A layout can have an enclosed operating area or it can have a walkaround design.

An enclosed operating area has disadvantages in that it will either be necessary to duck under a baseboard to reach the operating area or, alternatively, have a lifting section. In the first case, getting in and out is awkward while in the second, all trains must stop whenever anyone wants to go in or out. This style of layout has the advantage for continuous-run layouts of not requiring a baseboard wide enough to contain a 180 degree curve. A selection of layout shapes using this style are shown in Figure One.

A walkaround design is much easier for access. It is extremely convenient for operation and viewing. However, unless an end to end track plan is envisaged, there will need to be at least two points on the layout where the baseboard will need to be wide enough to take a 180 degree curve. This makes this style unsuitable for continuous runs in larger scales. A selection of layout shapes of this style are shown in Figure Two.

A variety of other layout shapes can be derived by combining or altering those shown.

By carefully considering the possible shapes for your layout, it may be possible to fit in a permanent layout where you thought only a portable one was possible by taking advantage of areas that a plain rectangular shape would have wasted.

The wider the baseboards of your model railway, the more track, buildings and scenery can be fitted onto the board. However, the width of a baseboard is not only determined by the space available and what you want to put on it. How far you can reach when constructing and operating the layout

also has a bearing on how wide the baseboard should be.

All trackwork, particularly turnouts, should be within easy reach from the baseboard edge. If you have a track that is out of reach and a train derailed there, then you will have to climb across the layout to reach the train or, alternatively, hook something onto the train and drag it to where you can reach. In either case something is likely to get damaged.

Liftout sections of scenery can provide ready access to the back of the board during construction. It is not so convenient if you have to remove a liftout section because a bogie on one of your trains has derailed. This is particularly inappropriate when you have visitors viewing the layout.

Freestanding baseboards, not against a wall, can be reached from both sides. If it is easy to get from one side to the other, then you only have to be able to reach halfway across the board. A freestanding board can therefore be twice as wide as on against a wall.

As a general rule, it is best not to have track more than three feet (90 cm) or turnouts more than two feet (60 cm) from the edge of the layout. These distances need to be reduced for a layout high off the floor and can be increased for one low down.

Another consideration regarding what a suitable width for your baseboard is applies particularly to portable and transportable layouts. A narrow board is much easier to transport than a wider board. Also significant is the width of an ordinary doorway. A board will need to be tipped if it is too wide to go through a door, increasing the possibility of damage.

Aisle width is also an important consideration. Any operating space or viewing in which two or more people are normally expected, needs to be wide enough for two people to comfortably pass one another. This means a minimum of three feet (90 cm) across the operating space and four feet (120 cm) is preferable.

An access way or operating space for a single operator needs to be wide enough for a person to walk normally. Twenty inches (50 cm) should be considered a minimum for this, while two feet (60 cm) is preferred.

A space that is only used when track-cleaning or recovering a derailed train can be narrower than accessways and operating/viewing areas. The minimum that should be considered is one foot (30 cm) which will mean that you will have to move sideways to get in or out.

This space for aisles will also need to be taken into account in determining the baseboard width. A narrower aisle will restrict your mobility and you may not be able to reach across the board as far. Also space required for aisles is not available for baseboards. The minimum aisle width will determine your maximum baseboard width at various points on the layout and also therefore help determine the suitability or otherwise of the chosen layout shape for the available area.

The ideal height from the viewpoint of viewing the layout once it is built is eye level. If you are looking at a layout where the baseboard is set just fractionally below eye level, then you are looking side on to the model, the same way as you have a side on view of the full sized railways, rather than the overhead view that you get when the board is set at a lower level. This overhead view can only be duplicated for the prototype by use of a helicopter or light

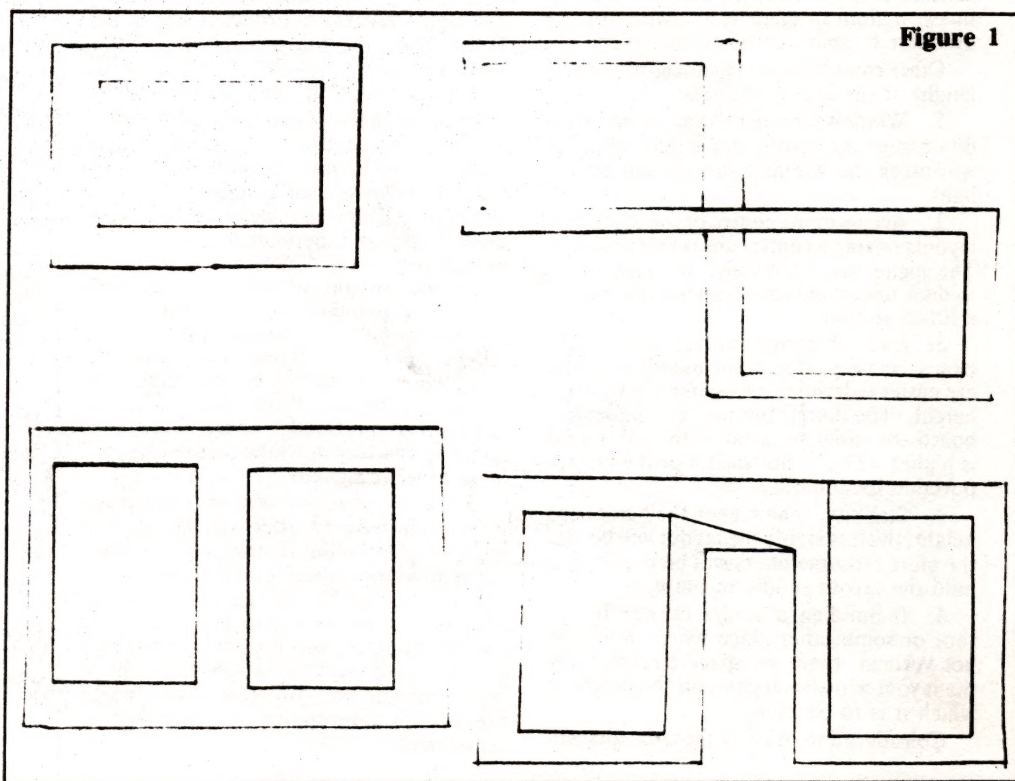
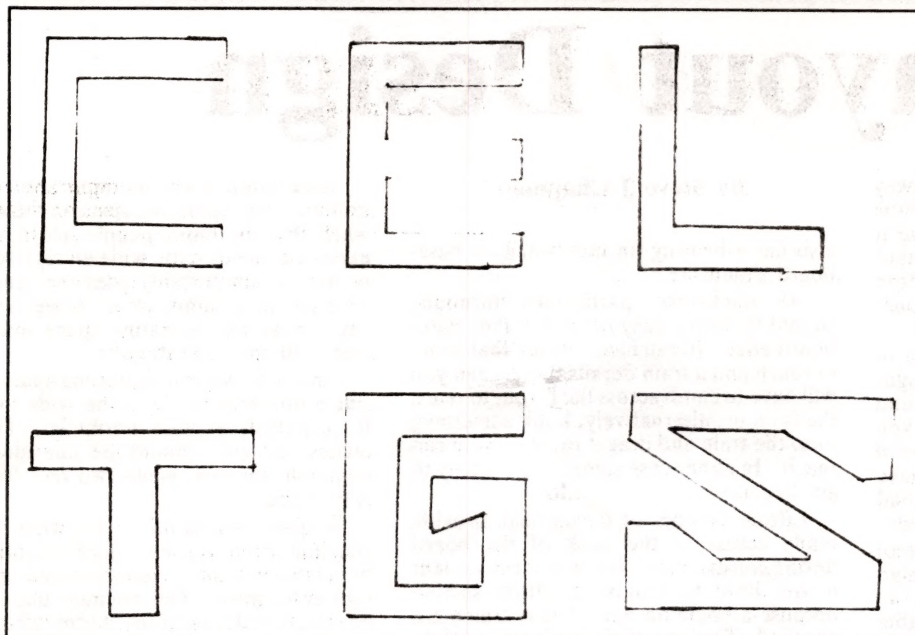


Figure 1



plane. Just what exactly eye level is depends upon your height and whether you intend to operate from a sitting or standing position. The eye level of your potential (standing) audience also needs to be taken into account. A number of studies have shown that the smallest members of the audience who are old enough to appreciate the layout will have an eye level of about four feet (120 cm). Also worth considering is the fact that a high stool will bring the eye level of a seated operator up closer to the eye level of a standing audience and low platforms or chairs can be provided for the smaller members of the audience to stand on.

The ideal height from the viewpoint of operation depends on whether the layout is to be operated from the back or the front of the layout.

In either case, the heights needs to be such as to allow the operator to reach across to rerail a train on the most distant track. This will normally require that the layout be lower than is ideal for viewing unless a stool or chair is available for the operator to stand on when necessary.

Other considerations regarding the correct height of the layout include:

1. Windows in the railway room. You don't want the layout at a height where it will block the window and cut out all the light.
2. Access to the centre of the layout for layouts having a central operating position. The higher the baseboard, the easier it is to duck under and the less need there is for a liftup section.
3. Ease of construction. The details (track, scenery, etc) on the top of the board are easier to build if the layout is at a lower height. The details (wiring, etc) under the board are easier to install if the baseboard is higher. This is not such a problem with portable baseboards.
4. Stability. The higher the baseboard height, the less stable the layout will be and the more cross members will be required to hold the layout solidly in place.
5. If building a model railway in the roof or some other place where walls are not vertical, then the space available for the layout will also depend on the height at which it is to be built.

Consideration of all of these factors will

help you to determine the appropriate height for your layout.

A permanent layout is only possible if you have sufficient space available which is not required for some other purpose. In many cases the space required by the erected layout just isn't available all of the time. Some form of portable or partly portable layout is then the only solution.

A portable layout is going to spend more time packed away than it is in its fully erected state. Therefore, it makes sense before you start building to consider how you are going to store the layout. It is possible to design the leg frameworks for a portable layout in such a way that they can also be used in a different arrangement for storing the boards. Alternatively, a framework can be built between the legs of a slightly larger than normal baseboard into which the other baseboards can be stacked for storage.

A semi-permanent layout may be able to be built into the top of a piece of furniture, such as a table or bookcase. A fold-down cover conceals the board when not in use. If built into the top of cupboards, there may also be the possibility of storing the rest of the layout in the cupboard itself.

A permanent layout in its own room is not subject to the same storage problems as is the case with portable and semi-portable layouts. There are still a number of aspects of layout storage that need to be considered, even for a permanent layout. Depending on its location, it will be subject to a certain amount of dust. A portable layout is dismantled every so often, allowing the dust to fall from the layout. Not so with a permanent layout and it may be worthwhile considering building dust covers for the layout. These dust covers will need to rest on the edge of the board, thus affecting the way in which these edges will need to be designed.

Simple consideration of these basic design factors can have an effect on the convenience of your model railway and the more convenient the railway is, the more you will enjoy it. It may be too late to consider all of these factors in connection with your current model railway but some things may be able to be altered without too much inconvenience and you can always make use of this information in designing its replacement.

Lettering Touch-Up

Have you ever considered buying a pre-painted freight car, such as Athearn or Roundhouse, but been put off by the way the large, rubber-stamped lettering was disrupted by the ribs and details on the side of the car, making it disjointed and sometimes almost illegible?

The lettering and logos on many such cars can easily be touched up with a small brush, about number 000, and a few of the Testors range of enamel paints, obtainable at hobby shops and K-Marts in very small bottles at little cost. The black, red, white and several other basic colours seem to match fairly closely the colours and gloss of the inks commonly used by Athearn et al.

Testors silver and black are also good matches for the roof colours of many cars, enabling the unsightly moulding gate to be removed from the centre of the roof, then repainted. Unlike Floquil and some other paints, the Testors paints do not seem to change colour markedly when oversprayed with Dulcote clear lacquer, so the touched-up paint becomes almost indiscernible from the original. It only takes a few minutes to fill in the gaps in the printing to make a scruffy car look very sharp.

Don't worry about any small slips with the brush; after drying for an hour or so the unwanted enamel streaks can be removed with the tip of a knife without damaging the original lacquer underneath. At the same time any unwanted smudges and spots from the factory printing can also be carefully scraped off. Finish the car with an overspray of Dulcote matte clear lacquer to blend everything together. Give this a try on one of your older cars, then take another look at some of the beaut cars that have been passed over before.

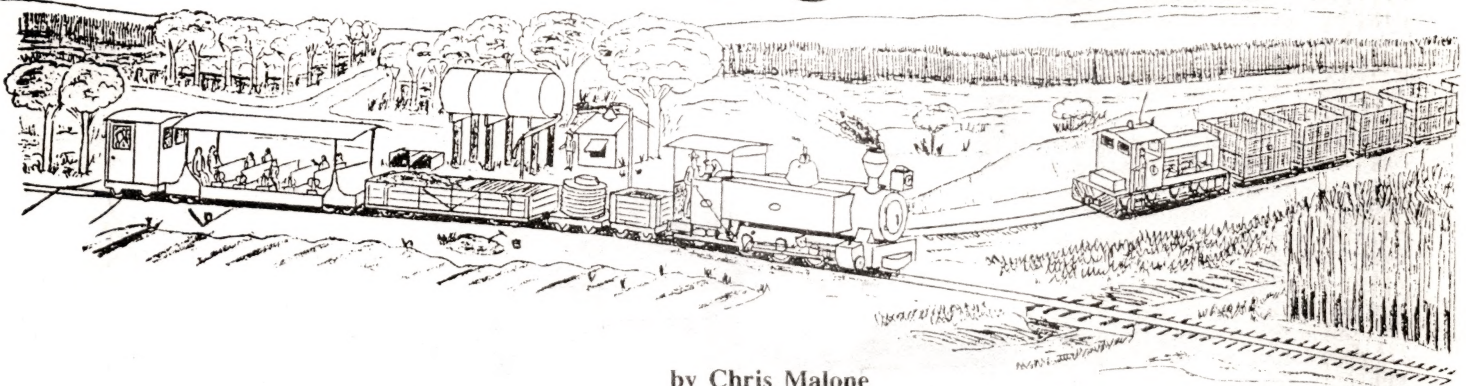
A. McKenna

Flat Tyres

If you look at the wheels of any full-sized rubber-tyred road vehicle, two characteristics will usually be apparent. Firstly, the tyres are slightly flat on the bottom, due to the weight of the vehicle, and secondly, all the wheels touch the ground. While these characteristics may seem obvious in real life, it is surprising how often they are missing in models. Cars and trucks seem almost to float just above the ground, balanced on pinpoint contact areas, and often a wheel does actually hang in the air. This may not be obvious at first glance, but the vehicles seem somehow out of place, just as buildings without foundations do. It is a simple procedure to make a model vehicle blend into the scene. Firstly, glue the wheels and axles so they can't rotate, then place the vehicle on its wheels on a sheet of fine abrasive paper on a flat surface and lightly sand it until all the wheels have slight flats on the bottoms. When placed in a model scene, or on a flat car, the vehicle will look much more realistic when it appears to be subject to gravity and firmly attached to the ground.

A. McKenna

Narrow Gauge Junction



by Chris Malone

Now at the eighth article of this series, I will be following on from last issue, now looking at the mill environs. The mill area can and is often the focal point of a narrow gauge cane tramway model. It is not essential, but for the purposes of this article, it is assumed modelling of it is contemplated.

The purpose of the tramline at the mill is to ensure efficient reception, unloading and despatch of cane bins in the overall mill operation plan. Bottlenecks inherent in track design can cause costly delays; during normal operation a constant stream of cane needs to be unloaded. A shunt loco is almost always required to bring bins from the full yard to the tippler. At all mills, the final approach to the tippler is made with the help of a conveyor system between the rails which pushes the bins along. However, for modelling purposes this has not been attempted with the use of a cab-less shunt loco right through to the empty yard.

The tippler itself is an important model and has application not only for cane tramway modelling; modified versions could be used to achieve realism for just about any commodity. The principles of an operating tippler are as follows:

1. Main body uses a PVC pipe of diameter slightly greater than the size of the wagon to be tipped.
2. Once a floor and rails added, wagon should NOT fit through the pipe.
3. As a result of (2), L-shaped grooves should be filed along the pipe.
4. Once the wagon comfortably fits, it must be possible to invert the pipe without the wagon coming off the rails.
5. Holes are then cut in the top of the pipe to allow the contents of the wagon to fall out.
6. A base for the tippler body is then made. Basically the body has to be cradled on each side, by a moveable pipe or rod or, in the case of the illustrated model, by brass discs rotating on a fixed rod (see photo 1). The base is then fitted over a hole in the baseboard.
7. Straps around the outside of the tippler body are linked to a lever which pulls the tippler over to the unloading position.
8. To achieve return of the tippler, a counterweight is required on the other end of the straps, as well as a stop on the pipe once a level position is again achieved. It is also necessary to file dips into the rail where each wheel should be during unloading - this will stop horizontal movement during this operation.

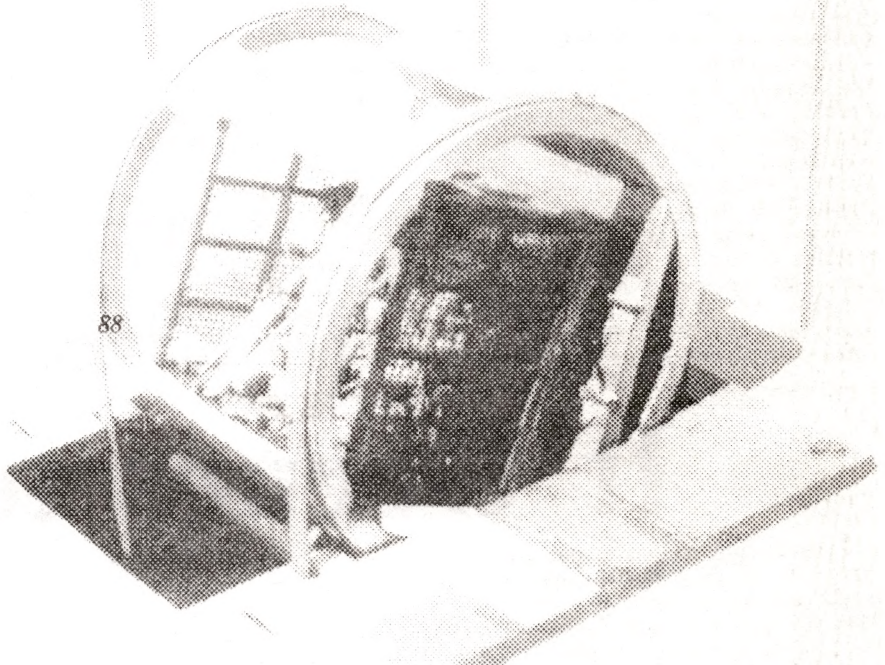
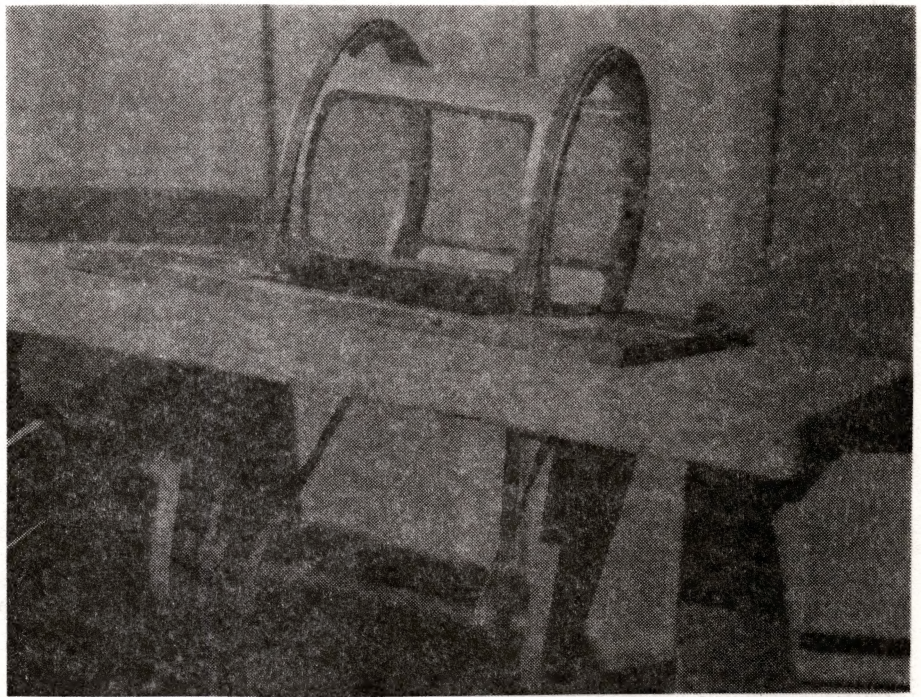


Photo 1 above: A bin about to be emptied.

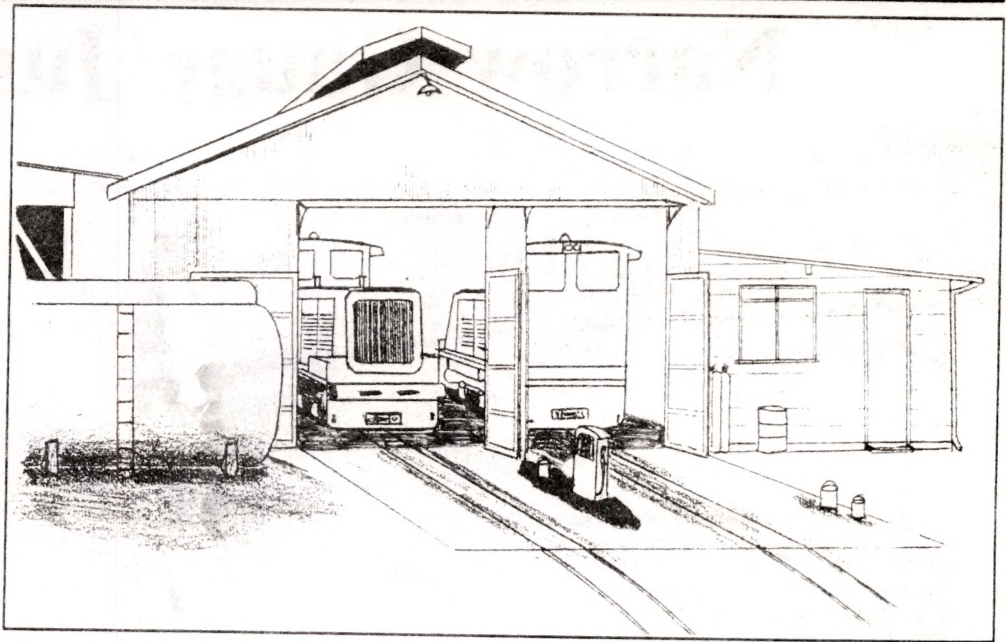
Photo 2 below: Some of the underfloor rigging & rollers



Of course, usually only one type of wagon is suitable for tipping and thus scratchbuilders must take care to ensure wagon bodies are within certain tolerances. Wagons must be uncoupled prior to tipping. For this purpose, my U-Link couplings are ideal. It is just a matter of running a magnet (on a stick) through the bins in the full yard and recoupling (the harder bit) in the empty yard. It would be possible to build multi-wagon tipplers as well as the possibility of motorising. Don't forget a bin under the baseboard to collect the tipped material.

Loco facilities are another important feature at a mill. The illustration below shows the diesel era installation of the Pleystowe Mill near Mackay. This is fairly typical although the complete lockability of this shed is an option. Many have no doors or side walls. Many feature inspection pits and some examples are better than standard gauge equivalents. Sand facilities are usually found around the shed. For the steam era, water and coal facilities are the main differences. Modelling is open to many variations. Some sheds are merely a lean-to attached to the mill, while others are expensive purpose-built modern structures. Most are of 2 or 3 track width.

Approaching the tippler, it is necessary to weigh the bins, the contents linked to the farmer by the bin number for eventual payment. Thus a building is required for this. Again they vary considerably, some being part of the mill, while others are



stand-alone. I have modelled a double storey building at the Victoria Mill at Ingham, which also contains a traffic control office. The latter can be the subject of another building.

Visitors to mills would have noticed the piles of junk containing damaged and out of use rollingstock, maintenance stores, rail, track and bridge materials plus general mill scrap. In model form, these help fill the gaps realistically. They are usually the responsibility of the maintenance staff, who may have a camp near the mill.

Usually just after the tippler, a shed is maintained for bin repair. Defective bins are identified and shunted out of rakes for attention. Cannibalising of bins is common. Generally, these sheds are of simple construction and sometimes are an attachment to the locomotive workshop.

The above elements are typical of most sugar mills. Nevertheless, there are some additional oddities (eg coal stage) that do exist. As a result, a modeller has a fair degree of flexibility.

It Occurs to Me

by RT Blodkin

I was recently reading a book purporting to be an encyclopedic approach to model railways. Rather than that, I would have thought of it as a 'how to' book, intended to put a lot of classified and tabulated information before somebody not at all well versed on the subject. By their style and composition, some of the sentences would not have been out of place in a school primer.

If a newcomer to the hobby were to have picked it out looking for some guidance and help, I fear that he/she may have given up and put it back on the shelf. There was so much in it; the said newcomer would have been very puzzled indeed. There are so many variables to consider, that every page turned by our friend brought a new choice to be made.

In an attempt to have some feeling for this individual, let's have a look at some of the options before him/her:

Prototype: Now there are, literally, hundreds of railway systems all over the world, but the modern railway press will help trim the number down a lot, so that the question, although still broad, has fewer answers. Let us say, in a somewhat sweeping fashion, that the range is UK, US, European and local (Australian). Now in all these spheres there are, as well as standard gauge lines, quite a few narrow gauge operations.

Having gone through plenty of books and magazines, looking at pictures, reading articles, the subject is chosen. Next to be

selected is scale. This, of course, is influenced by the space available but, again, the range is quite extensive and some scales are still open to debate and under development. Scales have popular names such as 'Gauge 1' or 'Gauge 0' which, when approached from some angles, can be quite confusing. Perhaps they may even be construed as misnomers. Take '0' for instance. It is frequently taken as being modelling at 7 m/m = 1 ft which equates to 43:1. However, in many places, notably non-metric areas, like the US, it is alternatively taken as being 1/4" = 1 ft or 48:1. A step down in size brings us to the 00/H0 pot that has been boiling for years. One is 4 m/m = 1 ft and the other is 3-1/2 m/m = 1 ft (Half '0') with the anomaly of them running on the same track. Of late, the 00 has been refined into EM, P4 and Scale 4 by adoption of standards of track closer to the scale ratio. Moving on, we come to 'N' scale, (TT having become more or less moribund). This is now quite a challenge to the longer established 00/H0 family but, even so, is not free from controversy. Usually considered to be at a track of 9 m/m, this is a ratio of 160:1 and is favoured in some countries. In others, however, a ratio of 2 m/m = 1 ft or 148:1 is favoured. This duplicates the 00/H0 affair in that some purists are tracklaying at 9-1/2 m/m gauge which is nearer to the truth. We will

forget 'Z' for now as there isn't much about and it's all German prototype. This discussion has been about standard gauge but, as mentioned before, there are a lot of narrow railways about that could be modelled. Scale ratio does not alter but track gauge does. More options!

The next question for the prospective modeller to ask is - Ancient or Modern? If modern, all well and good, especially if the subject is local. But railways of days gone by require research, maybe in libraries, public and private (friend and club). The plot thickens!

Does our friend wish to depict the real thing as so many do, or an imaginary scene? The real things needs to be accurate to avoid adverse comment, which can be off-putting and spiteful at times. An imaginary scene based on known and established practice can get away with quite a bit of make-believe. Or imaginary can be completely fairy tale in which anything goes. Forward the fans of Rowland Emmett!

Let us assume that the foregoing problems of choice have been solved. One more question remains to be answered before starting. Is he/she going to buy all the rolling stock R.T.R. out of the box, obtain from kits which need a greater or not so great effort to assemble satisfactorily? Of course, there is the alternative of scratchbuilding if the chosen item cannot be obtained from the other two sources. In the end, the collection will probably be a mix of all three.

Bill Fairlam O Scale Model Railway Display Room

Notes and Photos by Ian McKenna

At the ARHS Museum, Champion Road, Newport, there is an O Scale layout featuring Victorian Railways trains scratchbuilt in the 1940s, 50s and 60s.

Most of the track and rolling stock for this layout, which was started in 1985 was donated by Mrs Ruth Fairlam to the ARHS Museum after her husband's death.

The 18'x36' train room was constructed by students of the Newport College of TAFE.

Layout construction is being done by Alan McKenna, Rowley Evans and Ian McKenna on a one day per month basis.

The trackwork is nearly finished and basic scenery has been done around nearly half the layout. Some locos and much rolling stock has also been repaired and serviced.

The O Scale layout is a single track oval with a station at the front. The station has seven through tracks, a passenger platform and several short sidings.

Planned extensions include a loco depot with turntable, partial roundhouse and service facilities from the original and carriage sidings with more buildings from the original layout.

The trains run on handmade 2 rail track with centre contacts instead of a third rail, using 12V DC power supply.

The system originally used handmade motors, controllers and transformer; examples of which are displayed in a showcase.

The layout is open to the public on the 4th Sunday of each month and on most weekends and school holidays from 12 noon until 4 pm.

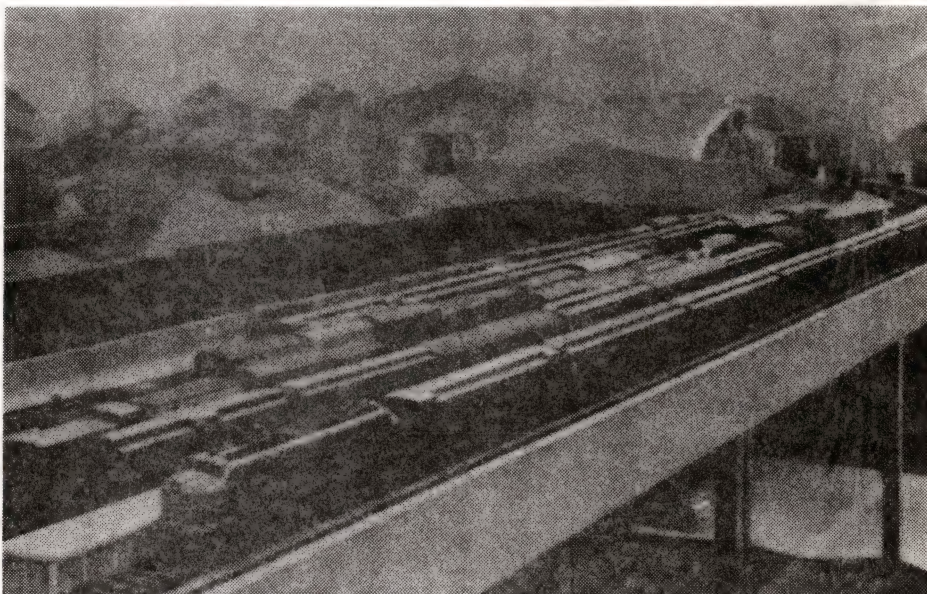
It Occurs to Me

Continued from previous page

I said that one more question remained. Wrong - there's still one other. This is the matter of cost. How much will our new friend have to fork out? I suppose it will depend on the depth of pocket, thickness of wallet, or durability of plastic accounting. But it will certainly have an influence on what has been chosen before (that is, if cost is left to last). It may be that some would answer these questions in different order, perhaps putting cost and affordability as a priority decision.

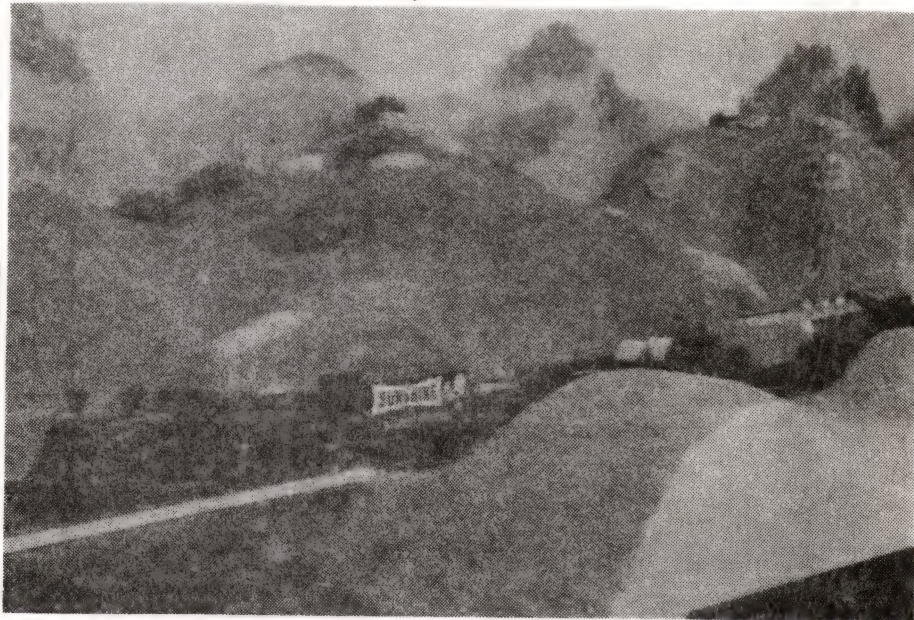
One thing that does show is the vast number of variations open to the railway modeller. Are we spoiled by the huge variety of options that are open to us and the array of systems that can be used? The advent of modern electronics raises more questions which have not been touched on, but I've assumed the use of electric power anyway. Spoiled or not, we still enjoy a fantastic hobby.

If we come across anybody who would like to join us in it, we should do all we can to help them make up their minds on some of these problems, or rather the answers to them. When we do we can welcome new members to our various circles. If we leave them to make their own choices alone, it may be that they become confused and puzzled, finally giving up and going to amateur dramatics or basket weaving or something else. We wouldn't want to lose recruits to model railways, would we?



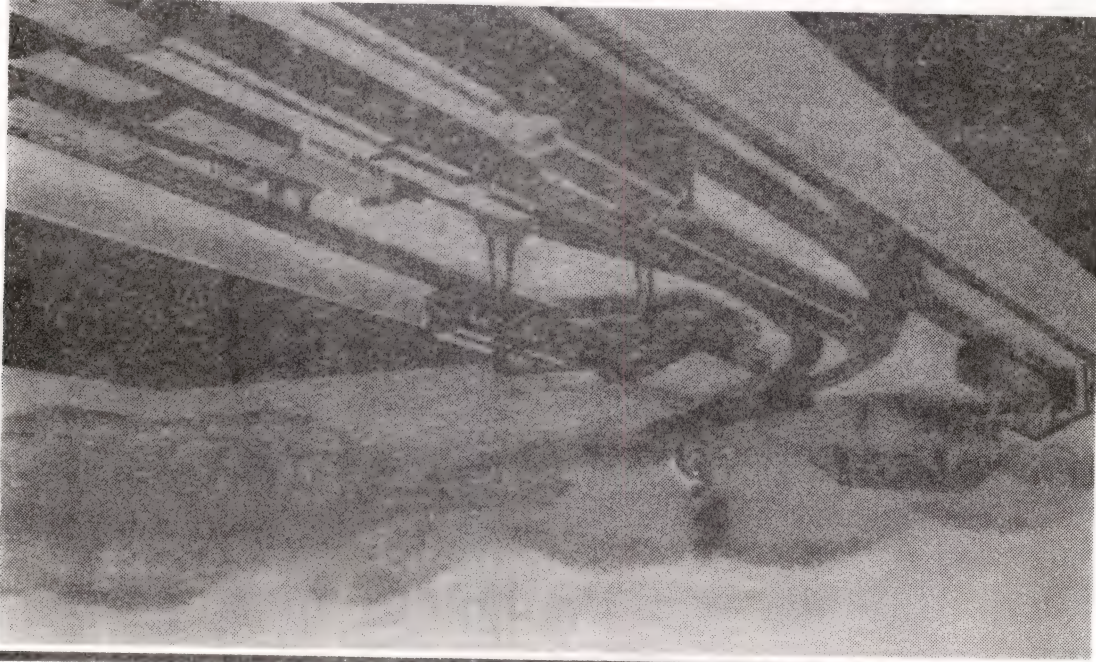
Above. The main station at the front. This yard has 7 through tracks with a pass platform and several short sidings. The trackwork is nearly finished and we're nearly ready to extend scenery to the front of the layout. We currently have 4 trains operating plus a DERM rail motor and Thomas the Tank engine.

Below. D3 639 on a large goods train. The loco is crossing one of two trestle bridges and water courses which are currently under construction.



Below: The plaque in the train room, complete with mis-spelling

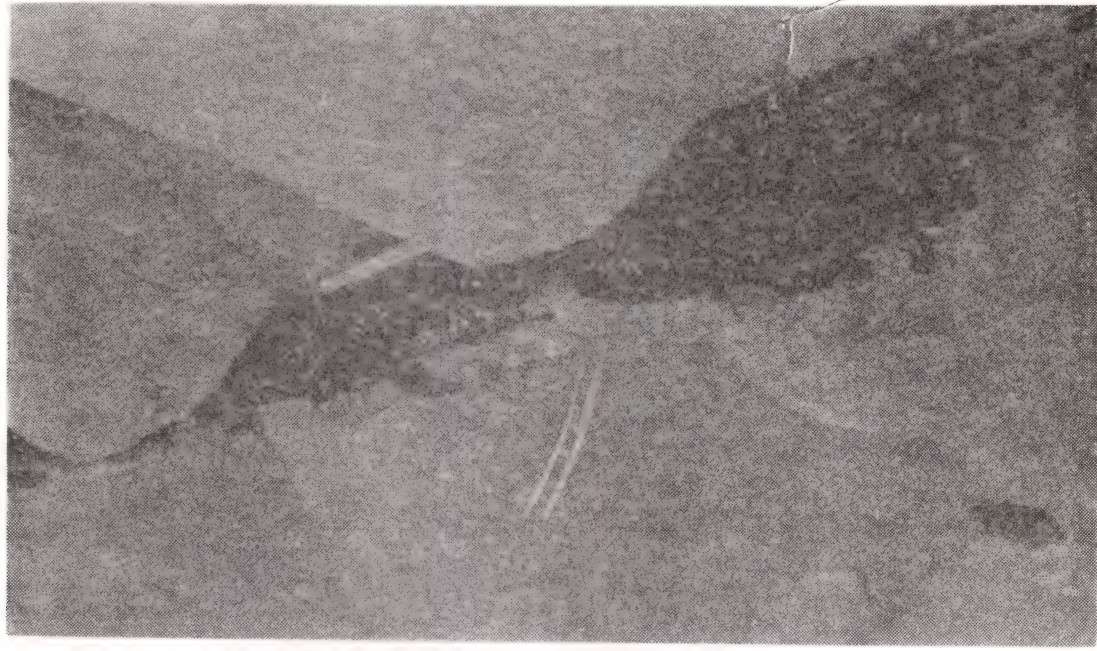




Another view of the station area

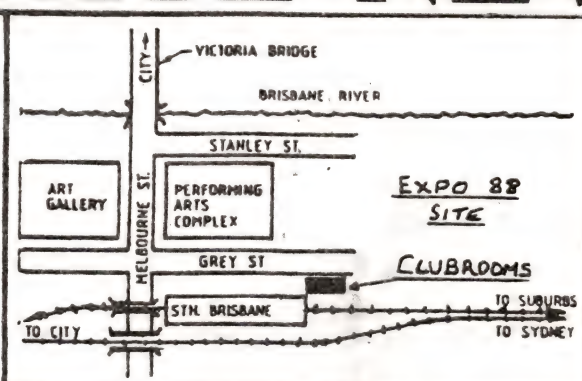


Train Room about 36' x 18'



D3 639 approaching the larger trestle bridge.

STATE NEWS



THE GREEN BOARD

Presipiece

Quite a number of issues this month - some informative and some discussion.

First the information. At the last monthly gathering, we made a couple of decisions relevant to future exhibitions. The main one is the formation of an Exhibition Committee. This committee will officially commence in July and will be responsible to the Management Committee. It will run from July to June and handle all matters relating to the exhibition, ending its year with a final report to the Committee of Management each July.

The inaugural committee comprises of:

Exhibition Manager Jim Christie
Exhibition Secretary Bob Mawson
Catering Convenor Kerry Hayes
Exhibition Assistants Jeff Bowring,
Tony Weber, Bruce Hoppitt

We have also decided to offer for sale, cloth badges for members to wear on their shirts. These badges will be 75 x 50 mm and will be in maroon and gold, featuring the AMRA logo circled by a letter 'Q'. These will be available from the Club Shop in September and will be \$4 each.

Also, we will be able to order members' name badges in a similar form to those worn by Committee of Management members at the exhibition. Bruce Hoppitt is taking orders for these badges which will cost about \$5 each. They will be in reverse livery to the Committee of Management badges (red lettering on white) and delivery is expected to be about four weeks from order. Please ensure that you give Bruce correct spelling details, in writing, for your badge. Maximum is 20 characters.

Okay - enough of the information. I received my May-June copy of Journal on the day of our last Committee of Management meeting (good timing, Roger) and was very interested in the comments made about membership by Steve Chapman.

Let's look at Club membership in Queensland. AMRA Qld Branch Inc is essentially a common interest social club with the dual aim of fostering the aims within Queensland of AMRA and also providing social meetings and functions for AMRA members in Queensland. It's worth noting that we have no members; all of us are members of AMRA. We aim for quality membership and out of a total of 134 - 50 members are involved, and about 30 are very involved. This is witnessed at our exhibition, where help literally comes out of the woodwork. There are no rosters, no PA calls for help, no ring rounds for assistance - it just happens.

Looking at Queensland's modelling scene as a whole gives a quick lesson in geography. Brisbane has a population of less than half that of Queensland. In the decentralised areas, there are many model railway clubs and many AMRA members. Within Brisbane, we have several other clubs, each with strong memberships. With apologies to any incorrectly identified or ignored, these include the All-Gauge Club, Union Pacific Club, Southern Cross and several specialist "N" scale groups. Within South East Queensland, there would be 15 to 20 clubs altogether.

Also, consider our climate and our architecture. Attendance at meetings is in proportion to the temperature. The hotter the day, the lower the crowd at meetings. It's pretty hot here for a good part of the year. Also, many houses in Queensland are the high set style - all or most of the living area being upstairs with garage, rumpus rooms, storage, etc, downstairs. Lots of large home layouts exist in this kind of house. Obviously this luxury is not available in most other cities and states.

How many club options do modellers have in Perth? Indeed, how many 'sub-clubs' are there within the WA Club? Judging from their calendar, there must be several, due to the number of special interest group events planned.

Compare AMRA Queensland's club layout facilities with those in other clubs. On one layout, we have both 16.5 mm and 12 mm gauge track, catering for models in On2, Sn3-1/2, HO, OO and HOn3-1/2. The entire layout is built to S scale clearances and, yes, we have members with models in all these scales! Running days can be quite amazing! We aren't nitpickers or rivet counters, but we do subscribe to the theory that 'Model Railroading is Fun'. We're quite happy with what Queensland's doing, thanks Steve!

James Yuille

General News

April and May proved to be interesting months in the Club Rooms with the preparation for our annual exhibition, the successful staging of the event and the clean-up after, keeping everyone busy. Our May Monthly Meeting was fruitful, post mortem discussion about our show highlight problems and new ideas.

Special thanks to Jim Christie who organised the 1992 exhibition - a big job well done. Jim expressed that he would like assistance for the 1993 show and as outlined in James' section, we had no

shortage of helpers. Thanks again, Jim, from all Branch Members - your sterling exhibition organising is greatly appreciated.

We have expanded our library collection with many 'how-to' modelling books and books on the Australian prototype. There have been some suggestions from members that the Branch subscribe to the English 'Railway Modeller'. Please express your interest, if you think this is worthwhile.

The old Expo site, which adjoins the Club Rooms, re-opened recently and the associated venues and activities therein are very interesting. Of course, this opening means perhaps more parking problems. However, this parkland may prove to be of benefit to the non-railway members of your household. There are many items of interest on site. These include a patrolled beach and swimming lagoon, concert venues, tropical rainforests, butterfly house, plus many cafes and restaurants.

Layout construction progress slowed in April and May, no doubt due to holidays and our annual exhibition. Recently I visited the AMRA Vic Branch Club Rooms and noted the enthusiastic groups at the worknights and timetable running sessions - both running to 11 pm.

Our 1992 Exhibition proved to be a success with good attendances from the public. A good variety of layouts and traders were in attendance. Perhaps we were a little light on with the local modelling displays. A great big thank you to all the ladies that attended to help in the canteen.

Congratulations to Tony Weber who scooped the pool to win the Steve Suggit Trophy for scratchbuilt locomotives. His model was a QRB18-1/4 4-6-2 in HOn3-1/2 (12 mm track gauge). His model spent half its time out of the showcase operating on the Woombye layout, a HOn3-1/2 display by Ron Fox.

A new concept of layouts to visit our shows included Rodney James' 'Wingham' and Adrian Hoad's layout 'Far Twittering and Oyster Creek Railway'. Both were very popular layouts.

Other awards were:

Most Popular Layout	G l a d y
and Vince Ford	
Best Australian Layout-	K e i t h
Trueman's 'Broadford'	
Best Non-Australian	B r i s b a n e
N-Scale Group	

Thank you to all the members who helped out during the weekend. This year was our biggest show with over 60 displays.

Queensland Branch Timetable

AUGUST

- 1 Sat Layout running afternoon and evening. Bring your own tea. Evening Clinic on Club Layout Wiring and understanding operation.
- 6 Thurs Committee of Management meeting
- 13 Thurs Layout Construction
- 15 Sat Layout Construction
- 27 Thurs Monthly Gathering 7.45 pm. Neil Johnman talks on scenery construction. Layout running before and after meeting.
- 29 Sat Layout running afternoon

SEPTEMBER

- 3 Thurs Committee of Management meeting
- 5 Sat Annual AUCTION at Wavell Hts Hall, cnr Imbros & Olive Streets. Starts 1 pm. Book in from 11 am.
- 10 Thurs Layout Construction
- 19 Sat Layout Construction
- 24 Thurs Monthly Gathering 7.45 pm. Show and Tell night and Photo Competition. Layout running before and after meeting.

OCTOBER

- 1 Thurs Committee of Management meeting
- 3 Sat Layout running afternoon and evening. Bring your own tea. Timetable running trials.
- 8 Thurs Layout Construction
- 17 Sat Layout Construction
- 22 Thurs Branch ANNUAL GENERAL MEETING 7.45 pm. Elections and reports, plus Jim Bilby slide quiz.
- 31 Sat Layout Running afternoon - perhaps more timetable running trials.

Over the years a number of brass locos has been imported in boxes lined with bright red foam. While this looks great initially, there is a hidden hazard. Most, if not all, of these red foams contain a red dye which is able to migrate out of the foam into adjacent plastics, paper, paints, decals etc. The rate of migration appears to increase with time, probably due to degradation of the foam by moisture and light.

Red Foam Alert

Anyone owning any models in red foam is advised to examine the boxes every few months. Any pink discoloration of the plastic film around the model or the insides of the box indicates that the dye has begun

to migrate, and that eventually any clear lacquer, white paint or decals etc on the model will turn pink, requiring that the model be stripped and repainted. The only long-term defence is to discard all red foam and replace it with new foam. Grey, green and yellow foams have shown no staining over many years, even after some foams have disintegrated after twenty years or so. A. McKenna

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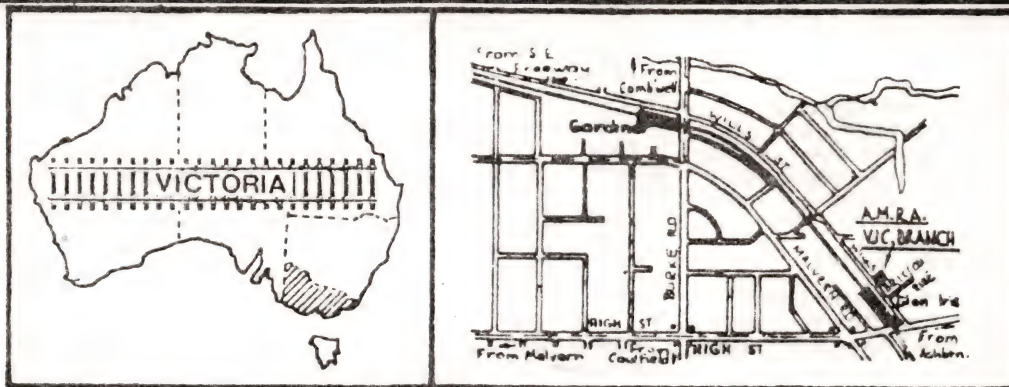


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John J Harry
Secretary

Photo - Preserved Railway
Slide - D Kirkham - Puffing Billy at
Lakeside - 95 points

Print - S Westerman - Loco 7A at Belgrave - 92 points

Syllabus Item

Kevin Hurley was going to present a talk etc on 'Alternative Safe Working', but owing to illness he was not able to do so and, hence, the members decided that they would spend the time running their models on the layout.

General News

Bereavements At the June meeting it was announced that two long-time members had passed away, being Cedric Rolfe and Jack Rodder.

CORRECTION: We wish to apologise for an error in May-June Journal (page 59). The Powerline train set donated in conjunction with the Camberwell Exhibition was donated by Powerline Model Railways Australia and not Branch Line as stated.

Standards Rob Dall spoke at length on model railway standards in relation to modules for exhibition type layouts. This assumed some good deal of debate, etc at which the following transpired:

1. AMRA (Vic Branch) have such standards formulated a number of years by Gordon Duncan.

2. Rob Dall represents NMRA on the Association of Victorian Model Railway Clubs and intends to raise the matter at the next meeting of AVNRC. Any person wanting more information, refer to Rob Dall.

Sydney Powerhouse Museum

A member who recently visited this museum highly recommends it as well worth a visit.

August Meeting

This should be of great interest as John Sargent of PSM Models will be covering 'the Building of Commercial Brass Locos etc' especially in relation to the Australian prototype.

AVMRC

Convention on Saturday 5 September 1992 - for further information, refer to page 59 of May-June 1992 Journal, Vol 41 No 208.

Open House

Weekend of 19 & 20 September 1992 (10 am to 5 pm, both days).

It is proposed to have the new Wills Street American layout in the upstairs hall, with a layout supplied by Frank Sheeran in the downstairs annexe. The main club layout will be operating using Australian prototype. The usual display cases, scratchbuilding displays, etc, canteen, U-drive and maybe the N gauge layout at Gorfield will be operating. Leaflets will be available at August and September meetings.

Members who can help in providing displays, rolling stock for operation, please advise either G Nitz, G Stockfeld or R Marsden.

Ballarat Exhibition

The Club exhibited Kyneton layout at the Ballarat Model Railway Exhibition over the Queen's Birthday long weekend in June 1992.

The following people supplied locos and rolling stock etc to operate Kyneton:

A McKenna, I McKenna, J Harry, J McClure, J Sargent (PSM Models), R Polistena, R Schonfelder and R Hansen.

Further, the following assisted in the loading, transporting, setting up, operating layout, packing up and returning layout etc to Glen Iris:

G Nitz, J Harry, J Treseder, Bob Edwards, L Bugeja, S Pattison, A McKenna, I McKenna, R Marsden, J Marsden, R Polistena, R Schonfelder, R Hansen, R Lloyd, J McClure, Rus Edwards, G Brown, A Burton, G Turner and A Johnson.

The large number of people who contributed effort and equipment made this a very good effort by the Branch.

Further, Roger Lloyd put quite a lot of effort into re-laying some of the trackwork which had warped a fair bit in places. This improved the running performance significantly.

Inter Club Running Day

BHP Western Port Railway Society, situated at BHP Recreation Centre, Denham Road, Hastings (Melway Ref 155 A2) commencing 10 am on 8 August 1992. For further information, refer to leaflet on Notice Board or see Arthur Jenkinson.

Club Layout Buildings

About 18 months or so ago, Ralph Robinson loaned the layout the following: At Ebinger: Factory Complex - kit bashed from Pola Kit.

Boiler House - Pola Kit.

Shack - Campbell Wood Kit.

Graeme Siding: Lumber Yard - Polar Kit.

Garfield: Factory with platform - Pola Kit.

St John Back Siding: Bretts Brewery - Campbell Kit.

Ralph has recently retrieved these buildings because he has commenced working on his own layout, but has promised to re-loan them to the layout for the Open House weekend.

Club Layout Complexes

Over the last 18 months or so, Ian McKenna has installed:

At Littlebank (down end): 2 off Heljan Coal Conveyor and Hopper kits plus Heljan Wagon Loading Building. Also, twin Kibri storage tanks, etc and Kato (N scale) plate girder bridges.

At Littlebank (up end): Fuel depot with Kibri twin supply tanks and Kibri Maintenance Shed, together with Vollmer diesel oil service tanks with sundry piping.

Lloydhurst: Fuel Supply Depot with Williams oil supply tanks. Walthers interstate oil company buildings etc and Kibri/Viking model trucks.

St John: Gravel loader by Heljan.

Clinic Night

The clinic held on 30 April 1992 was conducted by R Marsden and covered the types of point motors used on the Club layout. Items covered were: voltages, clinic valves, types of contacts, testing, operation and adjustment.

Twelve people attended this clinic.

A further clinic is planned for Thursday 30 July 1992 commencing 7.30 pm (topic still to be confirmed).

Observation Run

To be held Sunday 11 October 1992 commencing at 10 am from the Car Park opposite the Car Park!

Annual General Meeting

This is to be held on Thursday 10 September 1992. For further information and forms for nomination to the Committee of Management, refer to the Secretary (John Harry).

Precision Scale Models (PSM)

During the Ballarat Exhibition, the Club was fortunate to be loaned a number of Brass Locomotives (V/Line and VR prototype) to operate on Kyneton layout. The locos included D3, D4, A, B and N class. Thanks to John Sargent for this.

Club Rolling Stock

Recently the Club received, as a donation from Powerline, a set of 3 unpainted S class coaches. These were the original Manufacturer's prototype. They have now been painted in V/Line colours; a D van (V/Line) has been purchased, KD couplers installed (all from Branch Line). They make an excellent addition to the Club's stock and were running on Kyneton whilst at the Ballarat Exhibition.

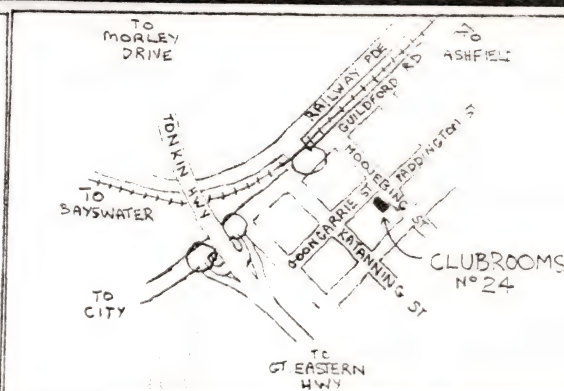
Programme

September 1992

Sat 5	Junior Day - 10 am to 3 pm - BYO train
Sun 6	Timetable operation - 1.30 to 5.30 pm - USA prototype
Mon 7	Daylighters - 10 am to 3 pm - BYO train
Thurs 10	Annual General Meeting - 7.30 pm Model - Open Standard Categories Photo - Guards Van, Caboose, etc
Sat 19	Open House - 10 am to 5 pm
Sun 20	Open House - 10 am to 5 pm
Mon 21	Daylighters - 10 am to 3 pm - BYO train
Thurs 24	Junior Day - 10 am to 3 pm - BYO train
Thurs 24	Timetable operation - 7.30 to 11.30 pm - Australian prototype

October 1992

Sun 4	Timetable operation - 1.30 to 5.30 pm - UK prototype
Mon 5	Daylighters - 10 am to 3 pm - BYO train
Thurs 8	Social meeting - 7.30 pm - Graham Stockfeld - slides of USA 1992 Model - Open Standard Categories Photo - Before & After
Sun 11	Observation Run - 10 am - Come & have some fun - Route & Destination unknown
Mon 19	Daylighters - 10 am to 3 pm - BYO train
Thurs 22	Timetable operation - 7.30 to 11.30 pm - USA Eastern 1960/70
Thurs 29	Clinic - 7.30 pm - Topic to be advised



All the articles in the Western Australia State News are extracted from 'The Branchline', the newsletter of that Branch.

Simon's Scribblings

1992 Model Railway Exhibition

Well, that's it - our 17th Exhibition is over and life is starting to return to 'normal'. This year's Exhibition certainly wasn't our most successful financially; the attendance figures being only a couple of per cent above the average attendance at all eleven previously held three-day exhibitions. The more-or-less average attendance figures reflected the lack of coverage by any of the television stations (despite the fact that they were all briefed on the Exhibition). However, the quality of the layouts on display was well up on the already high standards of previous years.

As with any undertaking of this magnitude, thanks are due to many, many people. A very big vote of thanks to all the clubs (and their members) and to individuals who made available layouts and other exhibits for display, and who made themselves available to operate the layouts and stands during the Exhibition.

Also due for a big 'Thank You' are all the AMRA members who gave their time to perform the many essential, if sometimes mundane, jobs associated with the organisation and the running of the Exhibition and to those who assisted with the transportation, setting up and the dismantling of the Exhibition.

I must thank particularly Lionel Boyce for taking on the role of Exhibition Co-ordinator and for a job well done. Thanks also to Lionel's wife, Pam, for her patience and support.

Raffle

Pat Alexander deserves (and receives) our heartfelt thanks and congratulations for the magnificent job she did in organising and running this year's raffle. We sold over 8000 tickets this year. Thank you everyone who assisted in achieving this by selling raffle tickets sent to them, or in many cases, buying the tickets themselves. It is a pity that a few members returned their books of tickets intact - and that they cannot see that in the act of buying a book of raffle tickets themselves (if they don't like selling the blessed things...and I don't for one!), they might regard the \$10 spent as a notional Branch membership fee. After all, we do not (and cannot) retain any of the membership fees paid by members - these all go to the Federal Committee of Management.

Among the top ticket sellers, I must particularly mention Lionel and Pam Boyce (who 'haunted' more than one shopping centre), Norman Turner, Pat's husband, John Alexander and David & Jean Wainwright. David and Jean, I am told, managed to sell over 30 books (600 tickets) during the period leading up to the Exhibition. Thanks to all of you for your support of this important fund-raising venture.

A 'Thank You' is also due to the businesses and organisations that assisted by providing raffle prizes: Video Station One Pty Ltd, Stanbridge's Hobby Shop, City Models, North Beach Cycles & Hobbies, Hotham Valley Tourist Railway, Hobbycraft, 'Station House' and P&J Models. (Video Station One Pty Ltd incorporates Derrick Enterprises).

Simon Mead
President

Fly on the Wall

at Management Committee Meeting

April Resolved to proceed with the installation of a telephone in the Clubrooms. Resolved to close 'Haltwhistle' for members' use during the 'run-up' to the Exhibition. Details of the 1992 Model Railway Exhibition finalised. Rechargeable torch approved for purchase (approx \$40). Two US videos approved for purchase. Four British videos also approved for purchase. Further expenditure of \$520 approved for 'Ebbford Regis' in accordance with the original budget.

May Telephone to be installed in the Library during early June. Nominations for the 'Ted Thoday Club award' tabled, with the Committee members to vote by ballot at the June meeting of the Management Committee. 1992 Model Railway Exhibition - advice received from Royal Agricultural Society of proposed extensions to the Silver Jubilee Pavilion, which will, from next year, increase the size of the venue by approximately 50%. Note that the adjacent Robinson Pavilion will be used during the June long weekend to sell carpets; maximum value of lunch vouchers set at \$4; all planning for Exhibition examined in detail and noted to be complete and on schedule. Donation by Arthur Prescott of an unfinished 'K's white-metal kit of an LMS 'Black Five' and other components noted with appreciation. Purchase of new hot water urn approved. Thanks to B Keens for a job well done as Acting Treasurer from 25 April to 24 May.

In Appreciation

We had a good turnout for the Major Task Working Day on Saturday 2 May and a good clean up took place inside and around the outside of the building. One team relaid the slabs at the rear of the building, others cut or pulled grass from the landscaped area and the front of the car park. The brushes and brooms were used to good effect inside and the building looks much cleaner. A 'Thank You' to all concerned.

May we expect the same degree of member support and enthusiasm at the next Major Task Working Day on Saturday 8 August?

Barry Keens and Bob Green
'Gaffers' for the Day

1992 Model Railway Exhibition Report

The 17th Model Railway Exhibition organised by the Branch is now being entered into the Branch's history books. As Simon has said, the numbers attending were just a wee bit more than the 'long term average attendance' of the eleven three-day exhibitions and about 30% below the attendances at the 1990 and 1991 Model Railway Exhibitions. So, although a little disappointing when compared with the immediate past, this Exhibition was certainly 'better than average' in respect of attendances (and consequently, income).

The Exhibition was most certainly 'well above average' in respect of promoting the model railway hobby with a good mix of good layouts of varying sizes, prototypes and degrees of completion. With less people in the Silver Jubilee Pavilion during most of the Exhibition, there were no problems with crowds crushing in on the exhibits on all sides and consequently there was more opportunity for exhibitors to talk with visitors to the Exhibition. This must have been good for the hobby and, consequently, for the various clubs showing off their modelling efforts. Alan Porter reports in this issue on how many more members were recruited by AMRA at this year's Exhibition relative to last year's and we hope that the other model railway clubs had a similar increase in recruitment.

The three trophies associated with the 1992 Model Railway Exhibition were awarded as follows:

'The AMC Trophy' for the Most Popular Exhibit, as measured by votes lodged by

visitors to the Exhibition:

Stand 3: 'BRADNEY GREEN' by The Wainwright Family

'The Bill Gardner Cup' for the Best Model of a Railway, as assessed by fellow modellers:

Stand 30: 'RAILWEST MODELS' including 'SERPENTINE' (Graham Watson), 'SWAN VIEW' (Garry Pilmoor) and 'BURGES' SIDING' (Bruce Norton).

'The AMRA WA Trophy' for the Best Presented Exhibit, as seen by a panel of Amra MEMBERS:

Stand 30: 'RAILWEST MODELS'

There is little more for me to add, apart from my sincere thanks to everyone who made the 1992 Model Railway Exhibition what it was.

Some thinking has already started on how the 1993 Model Railway Exhibition might be run. One relevant factor to consider is the increase in the floor area of the Silver Jubilee Pavilion (which we have already booked) by about 50%.

Lionel Boyce

1992 Model Railway Exhibition Co-ordinator

Membership Matters

Although the 1992 Model Railway Exhibition was 'just a little above average' in respect of numbers attending, it was 'well above average' in respect of the number of new member applications handled at the Advice Centre during the Exhibition. Thirteen applications (encompassing four Family Members) were received compared with just ten (encompassing six Family Members) at the 1991 Exhibition, despite the number of adults coming to the 1992 Exhibition being about 30% less than came in 1991. If promoting the hobby, and AMRA, are among the aims for the annual Exhibition, then we seem to be doing it quite well!

As well as those who joined the Association at the Exhibition, we have processed six other applications since April. The combined list of new members of the Association in Western Australia in the past two months is given below:

Charles CREAMER Shoalwater '00', 'N'
Bob CURTIS Edgewater '00'
Adrian ELDER Bridgetown '00' (GNR, GCR)

Don HENDERSON High Wycombe 'EM'
(Don was a member in 1988-89)

Jennifer, Peter, Christiaan & Samantha HUIGENS Kensington 'N'

Tim MAUNDER Wembley 'H0', 'G'

Paul OWENS and his stepson Steve GIBSON Kardinya 'H0'

Roger POWELL Huntingdale 'H0', '00'
Phil, Maureen, Maria & Kelly QUIN Lesmurdie 'H0'

Chris ROWLES Darlington Gauge One

Earl SARGENT York 'H0'

Alan SUNDERLAND Brusselton 'H0', 'G', 7-1/4"

Rodney TONKIN Kingsley 'H0'

Jim WALSH Wembley Downs 'N'

Don WHENT Newman '00'

(Don was a member in the early 1980s)

Les WHITESIDE Collie Aust. 'H0', '00'

Graham WILKINSON Palmyra 'H0' narrow gge

Bill WILLIAMS Claremont 'N'

Welcome 'aboard' to them all! We hope that they will enjoy their membership of the Association and of the Western Australian Branch, in particular. If they have not yet visited the Branch Clubrooms at 24 Moojebing Street, Bayswater, we hope that they may be able to do so in the near future in order that we can get to know them all personally.

As was the case in 1991, a 'New Members Night' will be arranged in September. There will be a showing of the video 'Creating a Model Railway' and there will be a panel of experienced modellers to help with problems being encountered. New members will be given guidance on using the Branch Library, on operating the Branch's layouts and on the sales facilities available to members at 'Paddington Market' and 'Moojebing Market'.

We also processed late renewal of 1991-92 membership from Dennis and Melissa Coats. Dennis had been away from Perth for some time and some of his mail had not been redirected, including 'Journal' and 'The Branchline'. Welcome back, Dennis and Melissa.

All these new members and the two renewals now brings the Branch membership from 291 (at 3 April) up to 318.

Membership renewal time is 'just around the corner' except for those persons who joined at the Exhibition and obtained membership through to 31 August 1993. The necessary renewal form will be included in the August 1992 issue of 'Journal', which will have 'SEP 1' on the label of the enclosing envelope (see 'Notes from the Registrar' on page 48 of the June issues of 'Journal'). The August issue of 'Journal' should arrive in late July or early August, giving about a month to pay up before the present subscriptions expire on 31 August.

As usual, the WA Branch will provide the facility for paying the subscription renewals locally and you should remember to bring the renewal form with you to the Clubrooms if you're going to pay in cash or by cheque there or send it with your cheque or money order if you're renewing through the mail to our Post Office Box.

And please, do it early! Don't leave it until the last moment!! And, if you are not going to renew your membership of the Association, would you please tell us of your intention and why? Don't forget that if you have not renewed your subscription by 31 October, you will be deemed to have resigned from the Association and if you want to rejoin after that date, there will be a \$4 rejoining fee to pay.

You have been warned!!

Alan Porter

Branch Registrar

Around the Layouts

Another Model Railway Exhibition has come and gone. The 'West-N-Trak' layout represented the WA Branch of AMRA and did so admirably I thought. My thanks to all those who helped in those last weeks of pressure - there are too many to name, but they know who they are.

The 'N' scale 'West-N-Trak' layout is now back in the Branch Clubrooms and has been re-erected having been turned through 180 degrees from its previous aspect.

It must have been about 11.30 pm on the Monday, after transporting the layout back to the Clubrooms, that Geoff Bell and I started talking about next year's Exhibi-

tion, but we decided 'enough was enough'! Further discussion among the 'N' Scale Special Interest Group and others will be required to determine whether 'West-N-Trak' will be rested in 1993. If not, then it will need to be different from how it looked in 1992, as we don't want to hear the phrases, 'It's the same as last time', or worse still, 'Not that one again!'.

The advantage of N Trak is that we can build new modules to extend or replace the present ones. I'll keep you posted!

'Haltwhistle' '00' Scale Layout

'Haltwhistle' is long overdue for some maintenance and much needed repairs to the scenery. Two Saturdays in July (4 and 11) have been programmed for this essential work. The layout was closed recently to members' private running on General Club Activities days and evenings, as this was considered to be more humane than chopping off certain paws!

'Ebford Regis' '0' Scale Layout

by Dennis Ling, 'Ebford Regis' Gaffer

The current situation is that very satisfactory progress is being made on the construction of the new '0' scale layout. Some of the progress, such as the scenery at the 'west' end of the layout, is very visible and obvious, as are the delightful station buildings which David Port is making for us. Not so obvious, but very important, is the wiring which is already in place at the 'west' end of the layout and connected to the 'Ebford' controller, which is fully operational, thanks to Roger Solly's enthusiasm. The whole group has worked very hard. Richard Smart is (by various means) producing large numbers of appropriate trees, which will transform the whole picture in due course.

One or two things must be pointed out, however.....

1. The layout is being built to Gauge '0' Guild finescale standards.

2. The minimum radius (actually on Roger's exquisite Brunel type timber trestle) is 4'6" (or 1371 mm).

3. All turnouts on the visible part of the layout will be 72" (or 1828 mm) radius, 1 in 5.7. In the storage yards, four of the points will be Peco recycled from the previous layouts, and the remainder will be 72" radius.

4. For good running on 'Ebford Regis', all rolling stock wheel-sets should also be to Gauge 0 Guild finescale standards (available on request).

5. Except for certain 'set-trains', the group intends to standardise on normal British couplings, ie three link and screw couplings.

Ian Wood

Layouts Co-ordinator

Readers' and Viewers' Corner

Included in recent acquisitions for the Library is a quantity of 'Meccano Magazine'. The Branch's holding is now 37 issues, extending back to 1933. These include some interesting items that may be of use in respect of background and accessory detail for any member planning alterations to his/her layout or planning a completely new work. As might be expected, the bulk of the material relates to the British scene, although there are some delightful articles from other countries.

We have also received a set of 'Modern American Railway Practice', published in

1913. The set of ten volumes was kindly donated to us by Jack Elliott. They will provide useful background data for enthusiasts modelling the early part of the century in the US and will be on the shelves soon. Other donations include books and magazines from Paul Gajewski and Alan Porter and from a most generous non-member, Mr R Dyer of Mount Pleasant, who has donated books to us previously.

And, just to show that we don't rely entirely on donations, the following new videos were recently purchased by the Branch:

Ivo Peters' Collection, Vol.9 (Narrow Gauge Steam in the early 60s)

Railscene No.27 (Summer 1991)

Railscene No.28 (Autumn 1991)

Australia's Animal Wonderworld ('Bonus video associated with last purchases from Derrick Enterprises)

Mullan Pass (US video produced by Video Rails)

Sherman Hill (US video produced by Video Rails)

It is hoped to update the Library Book, Film and Video Listing as a Supplement to the August 1992 issue of 'The Branchline' - the original Listing appeared as a Supplement to the October 1991 issue.

Lionel Boyce
Library Co-ordinator

Branchline Bumbblings

Why do some of us model a specific prototype? When I decided to write about this, I thought it was all 'cut and dried', that we all model the railway of our impressionable youth. Sure, that theory works in my case and many of us who model the local scene or various parts of the British scene. But what of the American fans among us? I know of only one member of the Branch who spent his youth in the 'good 'ol USA'.

A theory emerged after further thought - it has something to do with availability. When I was young, there were only two model railway magazines. I remember 'Railway Modeller' and 'Model Railroader'. In the hobby/toy shops, either British or American outline models were available. The Marklin range of Continental models were beyond my price range. The problem was availability. No wonder that some people starting in the hobby today are confused; the variety (now available) is enormous. This article is like one of those Russian dolls; you know, the ones that you take apart and there is another one inside, and then another. Or when tracing your family tree, the further you go the more branches you discover!

You know why you model a specific prototype - it may be that you like the look of that locomotive or even the paint scheme. Years ago, I remember seeing a picture of a New Haven 'F' Series diesel in a catalogue and thinking about its impressive colour combination. It looked as if it was wearing a St Kilda football jumper. The Santa Fe also looked good in its 'War Bonnet' scheme, but I was stuck with my mish-mash of Tri-ang stock. I did lash out and purchase an Athearn Santa Fe 'F' unit from Model Dockyard in Melbourne. However, I was not impressed with the fact that its couplers were different and it ran like a nervous rabbit with the rubber band drive. Possibly it would have settled down but I exchanged it for something else.

It took a major change in my life to

propel me into modelling my favourite prototype. I married. Up until then, I had been living at home with Mum and Dad and had a reasonably large '00' scale layout of British flavour. In our early married life, my wife and I lived in several flats, where space (the lack of it) and landlords prevented any railway modelling and, besides, there were other things on my mind!

Then, one day I saw a Rivarossi 'N' scale 'E8' in a hobby shop and BINGO! It was the closest thing I'd seen to a Victorian Railways 'S' Class diesel and in a scale that suited our limited space. It was duly purchased, hacked, butchered and repainted - and it turned out well. I still have most of the Tri-ang '00' packed away to become Collectors' items, so I'm firmly into the smaller scale. The only problem is the availability of VR outline 'N' scale models in either ready-to-run form or as kits (there are a few kits) but the challenges of kit-bashing and scratch-building are all the fun. There is a group of us known as the Victorian 'N' Scale Collective, which does assist slightly.

Well, once again I've bumbled off my mainline topic of why we model a certain prototype.....or have I opened a can of worms? Are you modelling your favourite prototype? Are we going to see the secondhand shelves (of 'Moojebing Market') groaning? It is not too late to change. Changing could be the boost of drive and enthusiasm you need. Just think of it, make a fresh start with all your experience.

PS Well, it didn't take long to get howled down after my last article, ten pages in fact. I didn't advocate exhibiting the 'Gresley and the boxcars', I was merely saying that if you want to run them in the privacy of your home, then go for it.

Ian Wood

Construction Review of the Railwest Models Kit of the 'G' Class 2-6-0 Locomotive

by Peter Sapte

Peter Sapte is a member of the Western Australian Branch who normally lives in Watford, near London, but who visits Perth twice yearly for a well-earned rest before and after 'the season' at Syon Park (the Duke of Northumberland's stately home and surrounding estate at Brentford, West London), where he holds a senior executive position. Peter was present at the 'Launch' of the Railwest Models kit of this kit in November and took it back to Britain soon after to assemble during the British winter. He brought the completed model with him during his visit in April of this year and he kindly supplied this review of 'how it went'.

This is the first kit that I have ever reviewed. I agreed to 'offer' my services having just purchased it after the 'Launch' presentation given by Railwest Models in the AMRA WA Branch Clubrooms during November 1991. I have built many kits now, both of the white-metal and, more recently, etched brass types. As I have no knowledge of the prototype involved, I would therefore have to rely heavily on the instructions enclosed in the kit and other information easily obtainable during my short visit. My first impression at the 'Launch' was that a great deal of care and

thought had gone into the project. One of the main criticisms I have had of these quite expensive products over the years is not the quality of the parts or the final model, but of the very poorly produced instructions and drawings included, often produced as very much of an afterthought. Both these items seem to be well catered for in this kit with the excellent exploded assembly drawings, in addition to the nicely presented sheet of prototype information which included much useful information for the ill-informed (me!). Little details, such as the photograph on the lid of the box showing the right-hand side of No.233 with the left-hand side depicted on the prototype data sheet, down to the design of the box which can contain the completed model protected by the enclosed packing foam, impressed me immediately. How I wish many of the UK kit manufacturers would learn from this.

The kit comes in three different guises - 'Early' WAGR, 'Modern' WAGR and Timber Railways versions. I chose the 'Modern' version as there would be much more photographic evidence available due to the continued existence of No.233. The fact that one each of the other types has already been sold to a customer in the UK and that this was the only one available on the day of the 'Launch' had nothing to do with it.

I understand that it is the job of a critic to criticise, which after the above comments I am a little reluctant to do but there are a couple of points that I would like to mention. Having praised the design of the box, I do think that the quality of the box itself could have been improved at very little additional expense and the effect would have more than justified the extra. This is really meant as a comment for Railwest Models who, I am sure, would like to sell as many kits as possible. I did wince at the cost of the kit but it must be borne in mind the difficulties of producing such an item with a very small market potential. This is a truly international kit with input, not only from Western Australia and Victoria, but also from New Zealand (wheels, gearbox, etc), Japan (motor) and the UK (brass etchings).

Enough of the general impressions and now for the construction. I tried to put myself in the position of someone who had little experience in kit-building but was able to utilise the basic skills necessary. There is a choice of constructing the loco using either glues (Cyanoacrylate 'Super Glue', Epoxy, etc) or by soldering. My preference is to solder and so I built my kit using this method. I started with the construction of the chassis. This goes together very neatly with very little work required before assembly. Care must be taken in the early stages to ensure the squareness remains, as the frames are actually quite vulnerable to distortion, particularly before the front beam and the cylinders are attached. It is now common practice to 'compensate' chassis, whether modelling in P4, EM or 16.5 mm standards. I had intended to modify the kit accordingly, but I felt that the frames were not really deep enough to accommodate the hornblocks and leave enough strength behind. In the event, however, a degree of compensation is obtained by its very design and, having test run the final assembly, I do not think that this loco has suffered too much from the lack of compensation.

Again, a personal preference of mine is to use soldered frame spacers to ensure

continued alignment but the screw fitting variety supplied seem to do the job well enough.

Assembly of the locomotive body was relatively easy in the main but, having praised the care given to the detailed exploded drawings, the lack of an overall construction diagram showing the general assembly is a drawback. The main parts are easy enough but when attaching the smaller items, it is not always clear where they are to be fitted. Where does the 'Tender Water Valve' fit? Very few photographs of the rear of the tender seem to exist but, as it does not appear on any side view and there seemed to be an invitation to drill a hole on the rear so that is where I put it! Now tell me I am wrong!! Not at all plain from the instructions which sometimes appear to assume that you know where everything goes and what everything is called. A general exploded diagram and a cross reference to the well-numbered bags of small parts would be a great improvement, particularly for the smaller items. Some of the pewter and investment castings suffered from 'flash' but with careful filing, most produced a satisfactory result.

Generally a well-made kit which goes together nicely if you keep to the instructions. The method of assembly, if followed, does create problems eventually for taking the finished loco apart for maintenance or painting and if I were to build a second one, I personally would modify it to make disassembly more simple. The recommended method has been designed to give a very neat final result which runs extremely well.

So much for the carping! I must particularly mention the generous sheet of etched brass number-plates, which complete a very attractive model. (The numbers supplied on the etch are: 32, 46, 112, 130, 156 and 233.

Well done Railwest for a very creditable first effort - hopefully the forerunner of others which should create much greater interest in the 'local' 3'6" gauge railway system which I find fascinating. When do we see the 4-6-0 version of the 'G' Class? Then, perhaps the 'T' or an 'R' or a 'C' or? Well, we can always dream!

Thank you, Railwest, for giving me a most enjoyable winter's modelling.

Book Review

'Great Western Auto Trailers, Part One: Pre-Grouping Vehicles'

by John Lewis

Wild Swan Publications Ltd 276 mm x 220 mm pp 200

ISBN 0 906867 991 UKL18.95

This case-bound book gives an historical overview of the auto-trailers, their use, how they worked and were operated, with descriptions, etc of many of the mechanisms used on the trailer vehicles and on the locomotives.

There are several chapters covering the purpose-built match-board trailer No.1 built to Dia.A, the 70 ft trailers, the 59 ft 6 in trailers, early coaches converted to trailers, the low roof conversions, steam rail-motor conversions to match-boarded trailers, 70 ft gangwayed trailers and 59 ft 6 in trailers.

This volume is an in-depth study of auto-trailers and from the modeller's point of view, there are many photographs with informative captions, drawings and information on numbering, liveries, allocations

and use. Well up to Wild Swan's usual 'text book' standard.

Any modeller with even a passing interest in auto-trailers, which were so much a part of the GWR scene, should add this volume to their library.

Part Two is promised for later and will include the post-grouping and the 'Absorbed' vehicles.

Ted Thoday

Wild Swan Publications Ltd announce the availability of a reprint of 'LMS Engine Sheds, Volume Two: The Midland Railway', ISBN 0 906867 05 3, case-bound, price UKL18.95.

According to the advertisement, this volume has been out of print for some time: it details the sheds of the former Midland Railway, with an individual account of each depot. The 264 pages include track plans, scale drawings of numerous buildings, over 350 photographs and an Appendix dealing with the 1945 locomotive allocations around the sheds.

Ted Thoday

The Locomotive Hauling Trials Held on 15 April 1992

Eleven members and one visitor brought along 37 locomotives (all of 16.5 mm gauge in 'S', '00' and 'H0' scales, apart from two from Simon Mead which ran on 10.5 mm gauge track and were to 'H0' scale, ie H0n3) and 36 tried their utmost against the pull of our 'Dynamometer Mk.II', which was festooned with ancillary equipment to measure mass, voltage applied to the motor and its current draw. One locomotive failed to perform and the details of the performances of the other 36 are given in the tabulation which follows.

As usual, the abbreviations used are:

'T/T' means Traction Tyres

'T/D' means Tender Drive

'Wt.grams' means Weight of the locomotive, measured in grams

'D/bar grams' means Drawbar Pull of locomotive, measured in grams

'Eff. %' means Efficiency of locomotive, calculated as follows:

Drawbar Pull of locomotive divided by Weight of locomotive (and tender) x 100.

'Grams/watt' is a rough measure of the efficiency of the motor in converting electrical energy to Drawbar Pull and is calculated as follows:

Drawbar Pull of locomotive divided by Voltage applied to rails x Current consumed by motor

Examination of the tabulation shows the following locomotives to be 'Top Shelf' and 'The Pits' (perhaps these should be consigned to the pits!) among those trialled:

HIGHEST DRAWBAR PULL

Garry Pilmoor's Athearn model of a Santa Fe F45 locomotive 250 grams

LOWEST DRAWBAR PULL

Peter Sapte's Pirate Models' model of a London Transport 1938 Stock Underground power car 22 grams

(Note that the prototype of this model does in fact operate below the ground and perhaps the model should be consigned to a similar location!)

MOST EFFICIENT HAULERS

- per unit weight Garry Pilmoor's Powerline model of an Aust. National 'BL' locomotive 51.1%

(This locomotive is suspected as having two

motors in its innards!)

- per unit energy Garry Pilmoor's Powerline model of an Aust. National 'BL' locomotive 74.5 gr/watt

LEAST EFFICIENT HAULERS

- per unit weight Peter Sapte's Pirate Models' model of a London Transport 1938 Stock Underground power car 8.1%

(see the possibly libellous remarks above!)

- per unit energy Tim Shenton's Athearn model of a Burlington & Northern SW1000 switcher 12.1 gr/watt

Those who brought their models for these trials on 15 April will no doubt seek out the details of the performance of their 'iron horses' and see how they did against others in the same category. Readers should be careful not to read too much into the numbers that come from these periodic trials, for the accuracy of the measuring equipment does have limitations. In fact, it is debatable whether the final parameters of 'Efficiency' and 'Drawbar Pull per Watt' should be quoted to three significant figures - in fact even quoting to two significant figures is a bit adventurous!

Astute readers who compare the results of any Locomotive Hauling Trials with earlier Trials will find that the same locomotive, entered by the same person, gives different Drawbar Pulls, current consumption and voltage applied on the different occasions. Have the entries been 'nobbled' or are our measuring devices deficient? It is the latter, I think! Like Avis, we've got to 'try harder'!!

Nevertheless, one can draw some broad conclusions from the data. For instance:

1. Steam Outline locomotives without traction tyres can pull 21% of their weight (on average), whereas those with traction tyres can pull 34% of their weight. The effect of traction tyres on the diesel outline models is less apparent (31.4% without traction tyres, 32.6% with traction tyres) and this may be due to the high proportion of the highly efficient Athearn models with their two-bogie drive, thus giving every wheel of the locomotive an opportunity to 'pull its weight'.

2. The recently-released Bachmann 'Branch-line' models which had previously been made for Mainline appear to be somewhat better performers than their precursors. See the two pairs of locomotives in the 'Steam Outline - No Traction Tyres' category which I trialled. The Bachmann models seem to be able to pull about 45% more of their weight than did the comparable Mainline jobs. There is no doubt that the very sweet 'Super Smooth Flywheel Gear Drive' motor which Bachmann have put into these models to replace the rather small and limited Mainline motor has something to do with this but it seems that Bachmann may have also used a plated finish for the plastic driving wheels on these locomotives which has a better co-efficient of friction than did that used by Mainline (which always looked like a very bright - and 'slippery' - chrome plate). Even so, the Efficiency of these Bachmann models still falls short of that shown by Hornby and Tri-ang in particular (25% average) and Lima (31.5%), Bachmann reaching just 17.5% on average.

Anyway, why don't you bring your favourite locomotives along to the next Locomotive Hauling Trials (to be scheduled into the Programme sometime in September) and join in the fun of it all?

Alan Porter

Locomotive Hauling Results - 15 April 1992

Owner	Manufacturer	Prototype	Wheel arrgt	Wt grams	T/T	T/D	D/bar grams	Eff %	Amps	Volts	Watts	Grams /Watt
STEAM OUTLINE - NO TRACTION TYRES												
F Gladwin	Graham Farish	GWR 94XX Class	0-6-0PT	345	No		69	20.0	0.68	7.0	4.76	14.
K Newman	Hornby	BR (ex SR) E2 Class	0-6-0T	185	No		48	26.0	0.28	4.5	1.26	38.
K Newman	Hornby	GWR 57XX Class	0-6-0PT	237	No		58	24.5	0.31	4.1	1.27	45.
A Porter	Bachmann	BR (ex LMS) 'Jubilee'	4-6-0	370	No		70	18.9	0.38	8.0	3.04	23.
A Porter	Mainline	BR (ex LMS) 'Jubilee'	4-6-0	400	No		51	12.8	0.34	11.0	3.74	13.
A Porter	Bachmann	BR Std Class 4	4-6-0	390	No		63	16.2	0.38	6.0	2.28	27.
A Porter	Mainline	BR Std Class 4	4-6-0	382	No		43	11.3	0.14	10.0	1.40	30.
N Blinco	Mainline	BR (ex LNER) J72	0-6-0T	231	No		65	28.1	0.16	6.5	1.04	62.
N Blinco	Tri-ang	LMS 'Jinty'	0-6-0T	198	No		51	25.8	0.31	6.5	2.02	49.
N Blinco	Wrenn	BR (ex LMS) 'Duchess'	4-6-2	685	No		120	17.5	0.72	8.0	5.76	20.
R Green	Lima	GWR 45XX Class	2-6-2T	235	No		74	31.5	0.26	7.5	1.95	38.
R Green	SE Finecast	SR M7	0-4-4T	292	No		44	15.1	0.26	9.5	2.47	17.
S Mead	United	Uintah RR	2-6-6-2T	400	No		80	20.0	0.36	8.5	3.06	26.
(10.5 mm gauge)												
P Sapte	Railwest	WAGR 'G' Class	2-6-0	280	No		73	25.9	0.45	9.0	4.05	18.
STEAM OUTLINE - TRACTION TYRES												
K Newman	Airfix	BR (ex LMS) 4F	0-6-0	320	Yes	Yes	86	26.9	0.20	11.0	2.20	39.
K Newman	Replica	BR (ex GWR) Mod 'Hall'	4-6-0	303	Yes	No	112	37.0	0.24	12.0	2.88	38.
K Newman	Airfix	GWR 61XX Class	2-6-2T	222	Yes		73	32.9	0.60	7.0	4.20	17.
A Porter	Airfix	BR (ex LMS) 'R Scot'	4-6-0	378	Yes	Yes	182	48.2	0.62	10.0	6.20	29.
A Porter	Tri-ang	BR Std Class 9	2-10-0	485	Yes	Yes	120	24.7	0.46	9.5	4.37	27.
DIESEL OUTLINE- NO TRACTION TYRES												
G Pilmoor	Athearn	Santa Fe FP45	C-C	555	No		161	29.0	0.76	9.0	6.84	23.
N Turner	Roco	DB Class 80	0-6-0	230	No		79	34.4	0.23	6.5	1.50	52.
T Shenton	Athearn	B&N SW1000	B-B	217	No		71	32.7	0.62	9.5	5.89	12.
T Shenton	Athearn	B&N GP40/2	B-B	388	No		122	31.4	0.64	8.0	5.12	23.
F Gladwin	Wrenn	BR Class 08	0-6-0	367	No		62	16.9	0.56	8.0	4.48	13.
G Pilmoor	Bachmann	UP Dash 8-40C	C-C	535	No		118	22.1	0.30	7.5	2.25	52.
G Pilmoor	Athearn	Santa Fe F45	C-C	520	No		250	48.1	0.95	8.5	8.06	31.
G Pilmoor	Athearn	UP PA1	C-C	422	No		200	47.4	0.70	9.5	6.65	30.
G Pilmoor	Athearn	SP SD40T-2	C-C	460	No		150	32.6	0.64	8.5	5.44	27.
C Belcher	Athearn	Westrail 'L' Class	Co-Co	475	No		220	46.3	0.76	9.5	7.22	30.
S Mead	Unknown brass	GE 70 ton	B-B	218	No		60	27.5	0.54	5.0	2.70	22.
(10.5 mm gauge)												
P Sapte	Pirate Models	London Tpt 1938 Stock	Bo-Bo	273	No		22	8.1	0.16	8.0	1.28	17.
DIESEL OUTLINE - TRACTION TYRES												
F Gladwin	Lima	BR Class 20	Bo-Bo	336	Yes		100	29.8	0.38	8.0	3.04	32.
A Porter	Lima	BR Class 47	Co-Co	411	Yes		68	16.6	0.20	6.0	1.32	56.
J Pestana	Mainline	BR Class 42 ('Warship')	B-B	283	Yes		51	18.0	0.21	6.5	1.37	37.
G Pilmoor	Powerline	Aust National 'BL'	Co-Co	474	Yes		242	51.1	0.50	6.5	3.25	74.
G Pilmoor	Powerline	V-Line 'G' Class	Co-Co	469	Yes		222	47.3	0.50	6.5	3.25	68.

Events at the End of an Exhibition

I received the following letter from one of the exhibitors at this year's Model Railway Exhibition, conducted by the Branch over the June long weekend. Although members will not receive their copy of this issue until after the 'Post Mortem' on the Exhibition, to be held on Monday 15 June, I felt that the contents of the letter would be 'wasted and forgotten' if held over until the August issue and therefore, it is printed in full in this issue, without deletions, alterations or additions.

I do seem to recall getting home on that Monday evening just before midnight, having left the Silver Jubilee Pavilion about 7.45 pm with a large and heavy load (consisting of many of the Branch's Exhibition administration facilities, such as ticket boxes, Advice Centre, the 'BP' screens for visual separation of exhibits

and buckets and buckets of heavy barricading fittings). I was not able to get my vehicle and trailer into the Pavilion to load up, although I was able to park on the pedestrian access way on the east side of the Pavilion. Alan Higgs gave me a hand to take off my load and to hump it into the Clubrooms and we both hope that all those who were able to load up and leave the Pavilion in world record time after the close of the Exhibition enjoyed their evening at home in front of the TV. I know there were a few other AMRA members (too few, as it turned out) who helped out with dismantling the infrastructure of the Exhibition and with transportation to the Clubrooms who also did not see much TV that night!

Alan Porter

By five o'clock on Monday, it was really all over. Exhibitors were free to wander around and talk to each other. Packing up had begun in earnest, but all was quiet and

peaceful after a hectic three days.

Then the clock struck six, the roller door went up and the vehicles charged in. A careful plan had been worked out in advance to ensure that the southern end of the Pavilion was blocked off so no-one could get out. It was a great success because all doors on that end of the building were chained and padlocked.

The vehicles had each been allocated places in order to block off every one of the aisles. In the wider aisles, they parked two abreast. One enterprising van driver, finding his vehicle was not wide enough to make a complete blockage, manoeuvred it at an angle 'til his 'roo bar was almost touching the barrier to make a complete block.

It was just possible for an individual on foot to find a way out as he was only carrying a couple of boxes. Then Phase Two of the operation began. The barriers were dismantled and the piping left lying where they fell. This meant that all those narrow gaps were now littered with piping, rolling freely around the floor. To escape, you had to walk over them, difficult at the

best of times but almost impossible if you're carrying something and can't see your feet. Eventually we did manage to manoeuvre our layout through this obstacle course (it is only 6' x 4' after all), but when we got to the door, we found a horse trailer backed up against it!

My crew suffered only superficial injuries but I'm sure we were the exception. I was horrified to watch vehicles driving over the loose pipes, sometimes flipping them off the ground. Cars were backing within inches of people preoccupied with dismantling their displays. A special prize should be awarded to the sports car owner who drove inside to load the two or three boxes which was all his car would hold. Still, if he'd left it outside no-one would have seen it; more important, one aisle may not have been completely blocked.

It's no good complaining; this year was nothing special; the chaos, the confusion, the danger. It all happened exactly the same last year, and will, no doubt, be the same next time. It does, however, raise a few questions.....

Do we really have to stand around doing nothing from 5 'til 6, then risk life and limb to get out of the hall as fast as we can?

What will happen when someone gets hurt? We've created a highly dangerous environment, we've ignored the risks, we could hardly claim it was an accident, or expect an insurance company to accept liability.

The last question is simpler. Why do I keep coming back each year? I still haven't figured that one out.

Programme

All meetings will be held in the Branch Clubrooms at 24 Moojebing Street, Bayswater, right opposite Paddington Street. Moojebing Street runs off Guildford Road towards the Swan River about 50 metres east of the traffic signals which are opposite the Cresco fertiliser works.

The times of the meetings are as follows:

Monday and Wednesday 8 pm
Fridays 7 pm Saturdays 2 pm

The Committeeman who is the Duty Officer for the meeting will open the Clubrooms at least 15 minutes earlier than the times specified above. Visitors are always welcome at any of the scheduled meetings, apart from the Annual General Meeting, where, in order to control voting matters, it is for members only. For the other meetings, however, just introduce yourself to the Duty Committeeman (ask someone who he is). He will make you really feel 'at home' by showing you around the Clubrooms (which we believe are the

best of any model railway club in Western Australia) and by introducing you to some of the members present

The fees payable by members cover some of the general operating expenses of the Branch's Clubrooms and entitles members to hot refreshment (tea, coffee or Milo) plus biscuit. No fee is payable by visitors unless they keep coming week after week after week... without joining up!

Cordial and cold water are available at no cost from the refrigerator but the cans of Coke, Fanta, Diet Coke, Sprite, Solo, Seven Up and so on will cost you a small amount.

Note 1 On these occasions, you can more-or-less use the Clubroom facilities as you wish, but with few restrictions. Although the 'Haltwhistle' '00' scale layout will not be available until some essential repairs have been made (see Note 4), it should be possible from mid-July onwards to run your own trains there (or you can use the Branch's equipment, with care), you can use the 'N' scale 'West-N-Trak' layout similarly WITH EVEN GREATER CARE. you can try the Shunting Puzzle on the 'Ossie Gully' layout, you can assist with the development of the '0' scale 'Ebford Regis' layout, you can browse through the vast amount of reading matter in the Library, you can put a video in the VCR or, if all these things are too arduous, you can just sit and chat away to like-minded enthusiasts.

Note 2 A regular Friday night gathering of the 'N' Scale Special Interest Group to work on (and, now, to 'play') on the 'West-N-Trak' layout. Although this layout was exhibited at the recent Model Railway Exhibition, it was not finished (it's a fact that layouts are never finished!) and there's still some work to be done on it - see the 'Gaffer' (Geoff Bell) or the Layouts Manager (Ian Wood) to find out what's to be done and whether you can do it. However, there should still be the opportunity to run the trains as well.

Note 3 Enthused by the splendid showing of Sn3-1/2 modelling by Railwest Models at the recent Model Railway

Exhibition, there is a large band of active modellers of the WAGR 3'6" system in 'S' scale. They're making wagons and coaches, steam and diesel locomotives, either by scratch-building in sheet metal or plastic or by adapting some proprietary equipment. Why don't you come along and get involved in modelling the local scene?

Note 4 Stuart Mackay 'and friends' will explain all about modelling the local 3'6" gauge prototype in 'S' scale (and using the freely available 16.5 mm gauge wheel sets, bogies, trackwork, etc) as well as how

easy it is to use styrene sheet as a modelling medium for locomotives, coaching stock wagons and diesel railcars - just take a look at his models of the 'Wildflower' power car and trailers and his model of a 'Governor' trailer car!

Note 5 Another planned attack on some of the larger tasks around the Clubrooms that require a bit of organising by way of supervision and the provision of tools and/or materials. The main tasks to be tackled will be more precisely defined in the next issue of 'The Branchline' and will also be written on the blackboard in the Clubrooms from 25 July

'Gaffers' will be in charge of the activities undertaken.

Note 6 AMRA member, Jim Gregg, who is also a member of the West Australian Garden Railway Association, will explain the pluses and minuses of Gauge '0' and Gauge 'I' in the garden and of Live Steamers.

Note 7 The Branch's '00' scale layouts 'Gaffer', Alan Higgs, will demonstrate how to operate 'Haltwhistle' properly covering the section switches, the turnouts and operation of the branch to Alston. The complicated will be made simple!

Note 8 A day out with the family! Meet at the Mussel Pool picnic area within Whiteman Park at 12.30 pm to join with others for a picnic or barbeque lunch (of course, bring your own food, drinks, etc. there are barbequing facilities and tables and seats at Mussel Pool, but as it is a popular area, perhaps you should 'play safe' and bring whatever you need in case the Park facilities are all in use).

Then, from 1.30 pm onwards, our Bennett Brook Railway host, Simon Mead (who just happens to be our President also!) will give a guided tour of the WALRPA workshops and there will be the opportunity for rides on the Bennett Brook Railway and on the Perth Electric Tramway Society's trams.

More details in the next issue of 'The Branchline'

Note 11 Details of this Auction (the first Monday auction since last August) will be given in the next issue of 'The Branchline'

Auction Forms will be available to members at the Clubrooms from Monday, 17 August.

History of 'The AMC Trophy' and 'The Bill Gardner Cup'

In 1976, Bill Gardner, the owner of Australian Model Craft Company at that time, donated a perpetual trophy to the Western Australian Branch of AMRA and suggested that it be an award for the most popular exhibit at the Branch's annual Model Railway Exhibitions. It was too late for the 1976 Exhibition (the second one that the Branch had held) and it was awarded for the first time the following year.

The following year, Bill arranged his visit to the various hobby shops in Perth by AMC to coincide with the Exhibition and, impressed by the fledgling Branch's enthusiasm, donated six display modules to the Branch. These modules had been used by AMC for a number of years on the Eastern States 'exhibition circuit' but were far from life expired. These modules have not been used at the Branch's annual Model Railway Exhibition for the past few years but some

August

Sat	1	General Club Activities	Note 1
Mon	3	What is Sn3-1/2?	Note 4
Sat	8	Major Task Working Day	Note 5
Mon	10	Sn3-1/2 Special Interest Group Meeting	Note 3
Wed	12	Live Steamers	Note 6
Fri	14	'N' Scale Special Interest Group Mtg	Note 2
Sat	15	General Club Activities	Note 1
Mon	17	How to Operate 'Haltwhistle'	Note 7
Sat	22	General Club Activities	Note 1
Wed	26	General Club Activities	Note 1
Fri	28	'N' Scale Special Interest Group Mtg	Note 2
Sat	29	Visit to Whiteman Park and the Bennett Brook Railway	Note 8
Mon	31	Auction	Note 9

of them do come out of their storage boxes each year for displays in public libraries and the like promoting the model railway hobby.

In 1978, Bill made a further generous donation of a perpetual trophy, which he suggested might be an award for the best model of a railway at the Branch's annual Model Railway Exhibitions. He also suggested that this be adjudged by railway modellers and that good running qualities of model of a railway be given emphasis in that judging. Some criteria were derived from the system used in the Victorian Branch of AMRA, with some modifications.

The two perpetual trophies are respectively 'The AMC Trophy' and 'The Bill Gardner Cup' and they have been awarded over the years as shown in the box below

It can be seen that each trophy has developed its own 'tradition'. 'The AMC Trophy' being awarded, with only a couple of exceptions to 'N' scale layouts where there is much greater scope for extensive scenic development and the inclusion of many non-railway items (these appealing greatly to the general public) and 'The Bill Gardner Cup' being awarded in general to the 'specialist' scales (rather than to the proprietary 'ready-to-run' scales such as '00') and in particular to various Sn3-1/2 model railways representing the local WAGR 3'6" gauge system.

It can also be seen that several exhibits have been awarded the trophies more than once - 'old favourites' with the general public and, let it not be said too loudly, with the judges! Roger and Maureen Williams dominated the popular scene in four consecutive years, then it was the turn of the automated 'N' scale layout of the Fremantle & Districts Model Railway Association and in recent years 'Bradney Green', the very professional 'N' scale layout built by David and Jean Wainwright and other members of their family cannot be topped. It seems that whenever Graham Watson's 'Bindiup' is exhibited, it cannot be beaten and as a result has won 'The Bill Gardner Cup' three times.

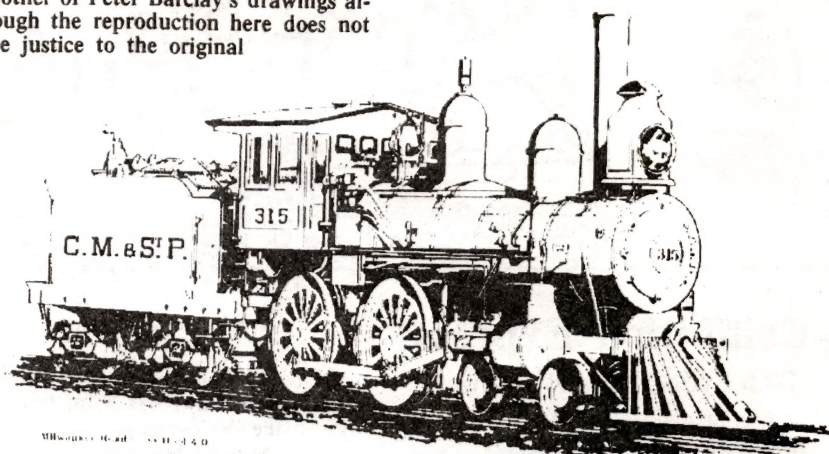
Alan Porter

The 1992 'ModelRail' Convention and the 1992

Railway Modelling Competition

Once again the Western Australian Branch of the Australian Model Railway Association

Another of Peter Barclay's drawings although the reproduction here does not give justice to the original



tion will be holding 'ModelRail' in November but this year it will be a bit different. It will take the form of a Convention with a series of formal talks, with printed notes supplied, on the following topics:

Turning the Train Set into a Model Railway
Methods of Building Baseboards for your Model Railway
Laying Track & Points and basic Electrical Wiring
Building Plastic and Metal (Cast and Etched) Kits
Working with Styrene Sheet
Making the Scenery

It is hoped that the Convention will be attended mainly by non-members of AMRA rather than present members and it is the intention to limit the number attending to about seventy. The number of attendees will be divided into two and, as each presentation will be given twice on the day, every participant will have the opportunity to hear every presentation. As mentioned above, printed notes relating to each presentation will be given to each participant before the Convention.

In addition to the formal presentations, there will be some operating model railway layouts of quality on display and the entrants in the 1992 Railway Modelling Competition will also be on display.

Coffee breaks in the morning and afternoon sessions and lunch will be included in the total cost of \$20.00.

For any further details, or a Registration Form, contact:

The Convention Co-ordinator
AMRA WA Branch Inc
PO Box 60
Maylands WA 6051

Oh, when will it be held? On Sunday, 1 November 1992

Where will it be held?

At The AMRA WA Branch Clubrooms
24 Moojebing Street
Bayswater

The 1992 Railway Modelling Competition will be judged on Saturday, 31 October 1992; the models entered will be displayed at the ModelRail Convention throughout the following day and the trophies will be presented at 4 pm on Sunday 1 November.

Subject to there being sufficient models entered from sufficient modellers, there will be categories for:

Locomotives

- Scratch-built
- Kit-built, with or without modifications
- Modified ready-to-run proprietary

Rolling Stock

- Scratch-built
- Kit-built, with or without modifications
- Modified ready-to-run proprietary

Structures

- Scratch-built
- Kit-built, with or without modifications
- Modified ready-to-use proprietary

Dioramas

Trophies will be awarded in all categories where there are sufficient entries from sufficient modellers and, in addition, three special trophies will be awarded, as in past years. These are:

The Ossie Gully Cup for the best model over all categories

A trophy for the best model, over all categories, entered by a junior modeller (defined as 'under 16 years of age')

Details of the judging system being used and the Rules for the Competition will be available from 1 July 1992 from:

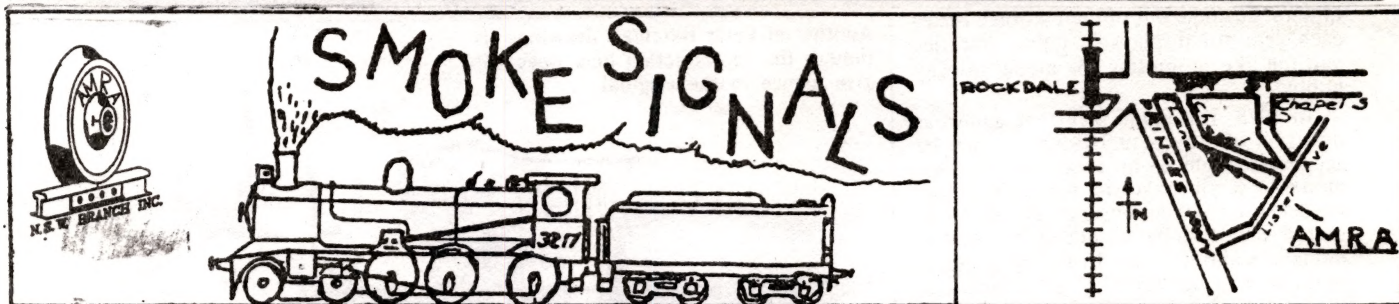
The Railway Modelling Competition Co-ordinator
PO Box 60
Maylands WA 6051

'The AMC Trophy'

- 1977 'Wheatstone Br' (00) - A Porter
- 1978 Fremantle & Districts (00)
- 1979 R&M Williams (N)
- 1980 R&M Williams (N)
- 1981 R&M Williams (N)
- 1982 R&M Williams (N)
- 1983 NO EXHIBITION HELD IN THIS YEAR
- 1984 F&DMRA (N)
- 1985 'York' (Sn3-1/2) - L Hayter
- 1986 F&DMRA (N)
- 1987 F&DMRA (N)
- 1988 'Bradney Green' (M) - Wainwrights
- 1989 F&DMRA (N)
- 1990 'Bradney Green' (N) - Wainwrights
- 1991 'Bradney Green' (N) - Wainwrights
- 1992 'Bradney Green' (N) - Wainwrights

'The Bill Gardner Cup'

- R&M Williams (N)
- C Hartmann (H0n3)
- 'Haltwhistle' (00) - AMRA. WA
- 'Ashton' (EM) - P Kehoe
- 'Bindiup' (Sn3-1/2) - G Watson
- 'York' (Sn3-1/2) - L Hayter
- 'Kojonup' (Sn3-1/2) - R Stallard
- 'Bindiup' (Sn3-1/2) - G Watson
- Railwest Modular System (Sn3-1/2)
- 'Cockatoo' (H0n2-1/2) - Humphrey
- 'Swan View' (Sn3-1/2) - G Pilmoor
- 'Bindiup' (Sn3-1/2) - G Watson
- Railwest Modular System (Sn3-1/2)



Exhibition Express

30th Sydney Model Railway Exhibition 1992

If you haven't heard yet, the major news regarding this year's Exhibition is the 'Exhibition Express'! Organised for us by 3801 Ltd, a four car train (plus gin) hauled by Barry Tulloch's tank 3112, will bring the public to Liverpool from Hurstville, Epping, Blacktown & Central. The Historic Commercial Vehicle Association (Tempe Bus & Truck Museum) will ferry the public between Liverpool Station and the EG Whitlam Centre with 3 double decker buses. All inclusive tickets are on sale, as well as 'enthusiast' single point-to-point tickets for the otherwise-empty trips. Details should appear in this issue and are available on the back of all Club Programme flyers (from July) in AMRM advertising, and on the back of the Exhibition flyers themselves. Mail bookings close Wednesday 23 September.

Glenn Percival
Publicity Officer

AMRA NSW Library

The Branch Library of books, magazines and other reference works is available to all members, for a nominal charge of \$2 for twelve months. At the moment a stocktake is being conducted, so access to certain works or groups of works may be restricted at the discretion of the Librarian. For more information contact the Library staff, listed elsewhere in Smoke Signals, one or more of whom are usually present each meeting day.

The AMRA NSW Shop

- * CLUB SHIRTS! \$28.00 ea
Personalised embroidered BONDS 'Grand Slam' pocketed shirts. 'Natural' (light tan) in colour, with AMRA logo on non-pocket side & your name above pocket. Order forms available from Clubroom. Adult sizes 14-30.
- * COMING SOON:
'Winter range' jumper/jacket to match Club shirt above!
- * Selleys 'Aquadhere' \$4.50 ea
One litre bottle
- * Aluminium diecast G-clamps \$1.50 ea
Two inch, with plastic foot & handle
- * C&K Brand Switches
#7201 DPDT \$3.50 ea
#7203 DPDT centre-off \$3.50 ea
#7105 DPDT centre-off momentary action \$4.00 ea
(for your hand throttles!)
- * LEDs 1.5 mm red \$0.75 ea

AMRA car window decals \$0.50 ea

Affix to inside of back window
SAMPLES ONLY (at this stage):
Genuine Pelton Australian scale coal
Prototype 160 mm max.
In O, H0 & N scale 100g bag \$3.00 ea

A stocktake is underway (here too!) and details of more items on hand will be released in the near future. Stocks of all items are variable at present, so first in best dressed! If any members have suggestions of goods that could be sold, or can offer source same, please contact the Publicity Officer, listed elsewhere in Smoke Signals.

New Exhibition H0 Layout Design Competition

Further to the news of the new exhibition H0 layout in Journal #204, a competition has been approved, with a ONE-OFF PRIZE of an AMRA NSW CLUB SHIRT, as detailed in the 'AMRA Shop' column and elsewhere in this issue. The Rules and Conditions of the competition are as follows:

1. Competition closes at the end of the 1992 Sydney Model Railway Exhibition, ie 5 pm Monday 5 October 1992.
2. The winner will be announced at the Xmas Sausage Sizzle on Saturday 19 December 1992.
3. The winner will receive one (1) AMRA Club Shirt, as detailed elsewhere, valued at \$28.00.
4. DESIGN RULES for the layout are contained in Journal #204, pp 96-7, but are SUMMARISED as:

- Minimum size 6.6 m x 3 m (OR 8.4 m x 3 m OR 6.6 m x 4.8 m).

- Straight 'scenic modules' 1.8 m, 3.6 m or 5.4 m long.

- Tracks must cross module joints at 90 degrees to the module edge and shall be 25 mm either side of the module frame centreline.

- Corner modules are designed to accept track centres of 1175 mm and 1225 mm radii.

- Track bed datum to be 100 mm above top of the frames.

- Minimum mainline curve to be 900 mm radius.

- Pointwork minimum No.6.

The rules as described in Journal #204 shall have precedence over the summary shown. Scale drawings of the modules are also available from the Clubroom.

5. Entries will be judged by the NSW Branch Committee and their decision shall be final. No correspondence will be entered into.

6. This competition in no way restricts the NSW Branch Committee in deciding

the final layout plan. The judges reserve the right to:

not use any submitted plan at all, thereby not awarding a prize.

to use parts of (a) submitted plan(s), thereby awarding (a) prize(s) as considered appropriate.

Glenn Percival
Publicity Officer

Shopping Discounts for Members

Some members will be aware of those establishments that offer discounts to AMRA members. I will be following up this issue with most (if not all) of the major retailers in Sydney and publishing the results here - so, keep reading!

Movie/Slide/Video Nights

In line with our desire to see all prototypes represented within Club activities, how about all you non-NSW and overseas enthusiasts coming out of the woodwork with your movies, slides & videos? Contact myself or any of the Committee and let's see some more variety in the programme.

Club Outings

In order to continue the social atmosphere engendered on the Richmond Vale excursion last year, Alan Tonks has kindly agreed to drive a minibus for Club Members on appropriate outings (where possible). The next such trip is to the Rail Transport Museum at Thirlmere on 9 August and, after that, Zig Zag Railway at Lithgow on 15 November. Contact the Clubroom for details of the individual trips, and please bear in mind that seating is strictly limited and priority will be given to those most in need. If anyone else is willing to increase capacity by volunteering to drive a second minibus, please let the Committee know as soon as possible. A standard class 1A driver's licence is all that is required.

Club Shirts now on SALE

Arrangements have now been finalised for the supply of Club Shirts, replacing the last project, the gabardine short-sleeve jackets. Note that those jackets are NOT now banned (or anything like that). This new project is just the beginning of a new drive to have all members who are directly involved in dealing with the public (whether it be at ours or any other exhibition) looking smart and uniform (no pun intended!). To that end, the Committee would like ALL members who volunteer to work at this year's Exhibition to SERIOUSLY CONSIDER purchasing a shirt;

likewise for those who operate the Club's Exhibition layout(s). Purchasing a shirt will obviously also benefit the Club financially. Be warned - those white coats are on the way out!

We are initially offering BONDS 'Grand Slam' pocketed shirts, embroidered and monogrammed with the AMRA logo and your name. Hopefully we will soon also be offering a jacket of some sort for winter use, as well as the possibility of AMRA t-shirts in the medium term. See the 'AMRA Shop' column for more details, with order forms available from the Clubroom.

Glenn Percival
Publicity Officer

Open Day

Our Open Day was held on Saturday 16 May with a total of 62 visitors and 36 members in attendance. As with previous Open Days, it was again very successful and a good day was had by all and as a result we have already recruited some new members. Welcome to AMRA and we hope you enjoy many happy hours of railway modelling and all facets connected with this hobby as well as the various activities conducted at the Club.

Auction

Our auction was held on Saturday 6 June starting at 2.30 pm and are always well attended with 45 members in all present. A total of 159 lots were offered and, once again, another successful auction was held with the majority of lots sold and as time permitted a second run through all in all 95% of lots offered were sold.

Our thanks again to June and Val for afternoon tea and a thank you also to Mrs Bruce Thompson for supplying some tasty sandwiches.

Clinic: Painting Sky and Clouds

This clinic was given by Mrs Val Bennett and held on Saturday 2 May. A group of 25 members now know how easy it is to paint a backdrop. In a much appreciated demonstration by Mrs Bennett, a backdrop of approx 4 ft x 1 ft was painted in just under one and a half hours from the first wipe over the backboard with a duster to the last clean and dry of the brushes.

Between these two actions I was able to make the following notes - starting with an undercoated plywood backdrop and four tubes of paint - a) Ultra Marine b) Yellow Ochre c) Cadmium Red d) White:

1. Wipe backdrop over with a cloth dampened with Artists Medium - if painting with oils.

2. Paint from top down using ultra marine. Don't paint where you intend to have clouds. Break down the ultra marine with white to vary the shade of blue and to make a paler blue as the sky comes down towards the horizon.

3. From the horizon, paint upwards with a mix of whites, yellow ochre and cadmium red.

Note: Use 2" or 3" brush for sky and horizon colours.

4. Clouds - use 1" brush. Brush paint on in centre of cloud area dab towards edges for soft edges. Oils can be laid on a bit thick within the cloud for a bit of 3D

effect.

5. Add shadows to bottoms of clouds, bluish grey shadows - blue + yellow + red.

6. Dirt roads etc - use burnt sienna, break down with white and yellow to vary colours.

7. Hills - paint in with blue/green shades in the distance.

8. Trees - add highlights on leaves with yellow ochre, burnt sienna, chrome yellow for small bright highlights. Add trunks and large branches to greenery using burnt sienna as a basis. To thin paint for highlights use turps, not medium - paint flows better and doesn't leave shiny patches. Detailing is done with a fine artists brush.

9. Make sure that trees, buildings etc. DO NOT stop at the skyline, but stop either below or extend above the skyline.

10. Highlight and define the top edges of the land forms with a slightly darker shade.

11. Detailing can be added by way of shadows on the ground - shadows of the clouds, birds, etc.

12. Finishing coat is four parts LIQUIN, one part linseed oil - brush on, dab off with tissues. This prevents a high gloss finish.

13. If you are using artists acrylics, squeeze the paint from your tube out onto a damp wettex to keep it moist.

14. If using oils, mix paints on a pallet - pieces of plate glass will do.

I asked Val why not use ready mixed colours? The answer is so simple when you think of it - by mixing your colours from a basic three colours, all your colours blend together and look as though they belong.

There you have it, isn't it EASY!!!

Like most other facets of modelling, I guess practice improves the result, but Val remarked, perfection is not required as we are aiming for a backdrop which will set off the railway, not some work of art which will draw attention away from the railway.

Any questions? Don't ask me, I'm still to set brush to backboard.

Phil Kelly
President

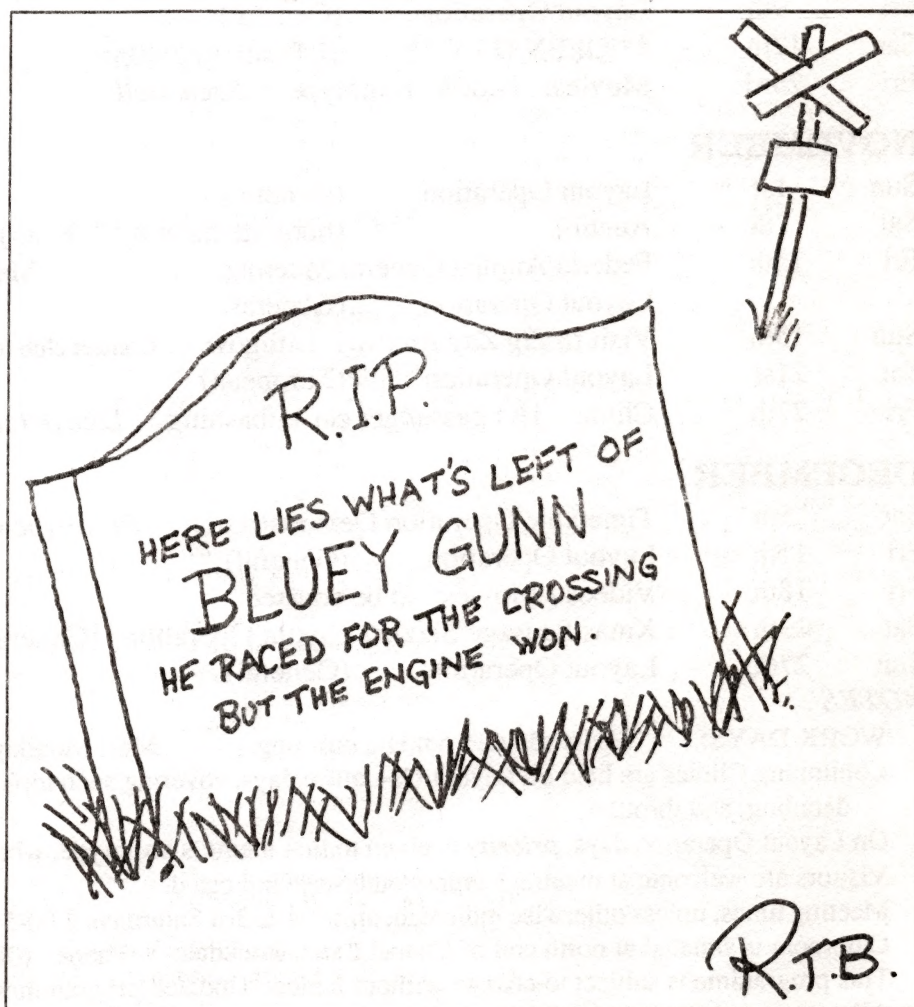
Slide Night

This was held on Friday 12 June and was presented by Col Gilbertson. With about 22 members in attendance, the show got underway about 8 pm. During the next two hours we were treated to approximately 220 slides including railway history made over the last 12 months, slides covering the period 1966 through to 1969 and the final batch covering 1970 onwards.

The evening was most entertaining and successful due to Col's enormous wealth of knowledge on the subject matter of each individual slide - he had a complete story for each one! Our thanks to Col for a very enjoyable night's viewing.

Well, that about it for now, but just a little reminder to all members in relation to Open Days or any Club activities which could see visitors/prospective new members turning up - it is everyone's responsibility to be aware of their presence and every effort should be made to greet them and make them feel welcome.

Judy Sant
Branch Reporter



Programme -- July to December 1992

JULY

Sat	4th	Clinic: Bring in your modelling problems	
Fri	10th	Layout Operation (General)	
Sat	18th	Visit to <i>Ryde Live Steamers</i> 2:00pm	Anthony Rd, West Ryde - adjacent to railway station.
Fri	24th	Layout Operation (General)	

AUGUST

Sat	1st	Layout Operation (North America)	
Sun	9th	Visit to <i>N.S.W. Rail Transport Museum</i> , Thirlmere.	Contact club for Minibus arrangements.
Fri	14th	Clinic: HO Kadee couplers / Introduction to passenger cars	- Alan Tonks / Phil Kelly
Sat	15th	Layout Operation (General)	
		Annual Dinner 6:30pm	Booked Members & Guests Only
		"The first round-Australia flight" (1924) - John Goble, son of pilot AVM S. J. Goble CBE DSO DSC	
		Cost: \$12 per head. Contact Ed Hogan, via club.	
Sun	23rd	Visit to "Hawkesbury/Knapsack" exhibiting at <i>HRRMC Broadmeadow Exhibition</i>	
		Basketball Stadium, Young Rd. Walking distance from station. Contact club if transport is a problem.	
Fri	28th	Layout Operation (General)	

SEPTEMBER

Sat	5th	Locomotive Drawbar Pull Competition	
Fri	11th	Layout Operation (Australian)	
Sat	19th	Clinic: Compensated Chassis	- Richard Grace
Fri	25th	Exhibition Preparation	

OCTOBER

Fri	2nd	Exhibition Preparation - Rockdale / Liverpool	
Sat-Mon	3-5th	THE 30TH SYDNEY MODEL RAILWAY EXHIBITION MAJOR NEWS! SEE OVER!	
Fri	9th	Layout Operation (General)	
Sat	17th	** OPEN DAY ** 10:00am to 5:30pm	
Fri	23rd	Movies: N.S.W. Prototype	- Fred Stell

NOVEMBER

Sun	1st	Layout Operation (General)	
Sat	7th	Auction (book items in by 2:00pm)	
Fri	13th	Federal Annual General Meeting	Members Only
		Layout Operation (General)	
Sun	15th	Visit to <i>Zig Zag Railway</i> , Lithgow.	Contact club for Minibus arrangements.
Sat	21st	Layout Operation (European)	
Fri	27th	Clinic: HO passenger car kitbashing	- Laurie Lumsden

DECEMBER

Sat	5th	Timetable Operation Demonstration	- Prototype Operating Group
Fri	11th	Layout Operation (General)	
Fri	18th	Videos / Movies: to be advised	
Sat	19th	Xmas Sausage Sizzle / Layout Operation (General)	Details to be advised.
Sun	27th	Layout Operation (General)	

NOTES

- **WORK DAYS:** Wednesdays, from late morning. Most Monday nights, from 7:30pm.
- Continuing Clinics are held on Layout Operation days, covering such topics as model making, kit bashing, detailing, and throttles.
- On Layout Operation days, *priority* is given to that theme's prototype, where indicated.
- Visitors are welcome at meetings unless otherwise indicated.
- Meeting times, unless otherwise indicated, are: 1st & 3rd Saturdays 2:00-5:30pm; 2nd & 4th Fridays 7:30-11:00pm.
- Clubroom is situated at north end of Chapel Lane, Rockdale. Phone: (02) 567-1899.
- This programme is subject to change without notice. Updated programmes are always available at the Clubroom.
- All correspondence on N.S.W. Branch matters should be addressed to:

The Secretary, AMRA NSW, PO Box 194, ROCKDALE NSW 2216.